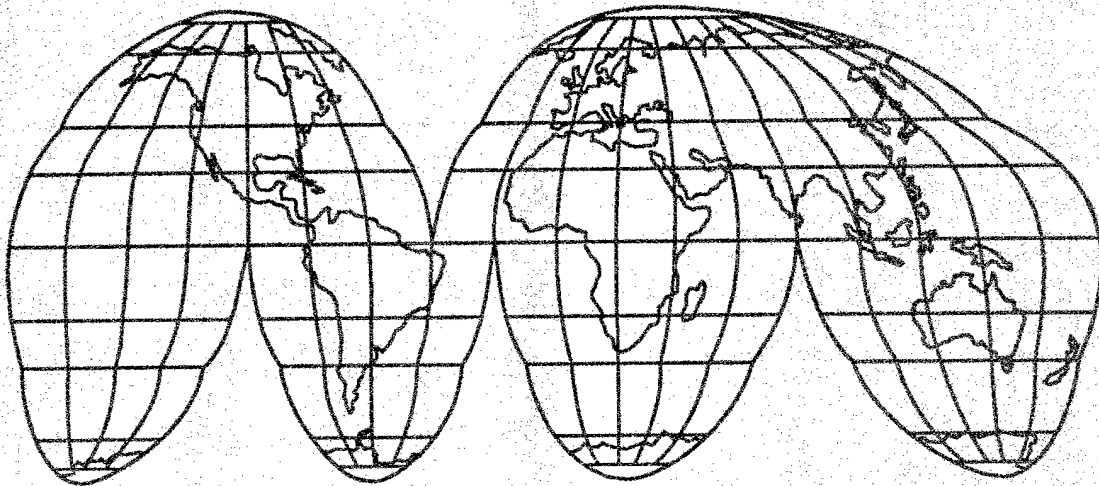




U.S. Department of Transportation
Federal Aviation Administration

Office of Civil Aviation Security

Criminal Acts Against Civil Aviation



1998

DTIC QUALITY INSPECTED 4

DISTRIBUTION STATEMENT A
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19990819 091

***Published annually by the Office of Civil Aviation Security,
Federal Aviation Administration, U.S. Department of
Transportation. Additional copies may be obtained from the
National Technical Information Service, U.S. Department of
Commerce, 5285 Port Royal Road, Springfield, VA, USA
22161. Write or call NTIS for price quotation: 1-800-553-6847,
e-mail address: orders@ntis.fedworld***

1. Report No.		2. Government Accession No.		3. Recipient's Catalog No.	
4. Title and Subtitle CRIMINAL ACTS AGAINST CIVIL AVIATION - 1998				5. Report Date	
				6. Performing Organization Code	
7. Author(s) OFFICE OF CIVIL AVIATION SECURITY				8. Performing Organization Report No.	
9. Performing Organization Name and Address FAA ACI- 200				10. Work Unit No. (TRAIS)	
				11. Contract or Grant No.	
12. Sponsoring Agency Name and Address FEDERAL AVIATION ADMINISTRATION 800 INDEPENDENCE AVE., SW WASHINGTON, DC 20591				13. Type of Report and Period Covered	
				14. Sponsoring Agency Code	
15. Supplementary Notes					
16. Abstract CRIMINAL ACTS AGAINST CIVIL AVIATION IS A COMPILATION OF HIJACKINGS, BOMBINGS, AND OTHER SIGNIFICANT XXXX CRIMINAL ACTS AGAINST CIVIL AND GENERAL XXXXXXXXXXXX AVIATION INTERESTS WORLDWIDE.					
17. Key Words			18. Distribution Statement DISTRIBUTION STATEMENT A Approved for Public Release Distribution Unlimited		
19. Security Classif. (of this report) UNCLASSIFIED		20. Security Classif. (of this page) UNCLASSIFIED		21. No. of Pages 80	22. Price

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FOREWORD

Criminal Acts Against Civil Aviation is a publication of the Federal Aviation Administration's Office of Civil Aviation Security. This document records incidents that have taken place against civil aviation aircraft and interests worldwide. Criminal Acts has been published each year since 1986. Incidents recorded in this report are summarized in regional geographic overviews. Feature articles focus on case histories or on specific aviation-related issues. Incidents are also sorted into one of seven categories and compared over a five-year period. In addition, charts and graphs have been prepared to assist the reader in interpreting the data. The cutoff date for information in this report is December 31, 1998.

A new appendix, Appendix G, appears in this year's Criminal Acts report. This appendix identifies which aviation incidents in the past five years are considered politically-motivated acts. Incidents for 1998 in this category are so identified in the individual incident summaries contained in the geographic regional reports.

The information contained in this publication is derived from a variety of foreign and domestic sources. In many cases, however, specific details of a particular incident may not be available, especially if it occurs outside the United States. While every effort has been made to provide complete and accurate information, it is not always possible to verify accounts of some incidents.

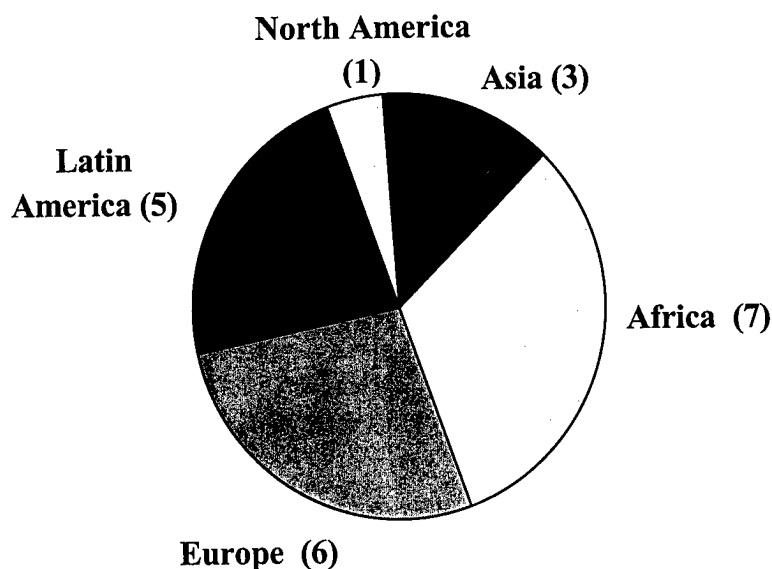
The FAA maintains records of aircraft hijackings, bombing attacks, and other significant criminal acts against civil and general aviation interests worldwide, which are used to compile this report. Offenses such as these represent serious threats to aviation safety and, in those incidents involving U.S. air carriers or facilities outside the United States, are often intended as symbolic attacks against the United States.

Hijacking and commandeering incidents are viewed within the context of the U.S. Federal criminal statute (49 USC 1472 (i)), which defines air piracy as any seizure or exercise of control, by force or violence or threat of force or violence, or by any other form of intimidation, and with wrongful intent, of any aircraft. This report does not distinguish between an act of air piracy and an attempted act of air piracy for statistical purposes.

The 1998 issue of *Criminal Acts Against Civil Aviation* will soon be available on the world wide web at <http://cas.faa.gov/crimacts>. The 1996 and 1997 Crimacts reports will also be available on this web site.

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1998 IN REVIEW



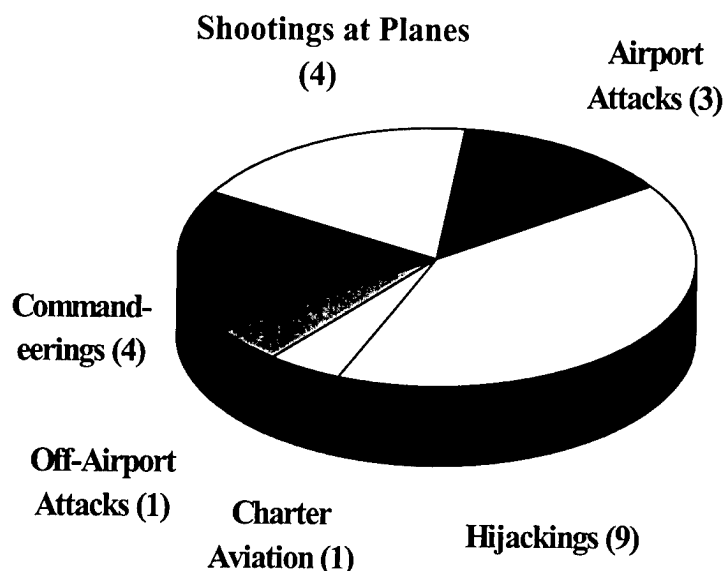
Incidents Against Aviation - 1998 By Region - 22 Incidents

Twenty-two incidents involving attacks against civil aviation interests worldwide were recorded in 1998. This is one fewer than the number of incidents recorded in 1997 and also the fewest recorded in *Criminal Acts Against Civil Aviation* since the report was first published in 1986. The sub-Saharan Africa region recorded the most incidents in 1998 with seven, while Europe ranked second with six incidents. Latin America and the Caribbean geographical area accounted for five incidents, three were recorded in Asia, and one was recorded in North America. Neither Central Eurasia nor the Middle East and North Africa region had any incidents during the year. The Democratic Republic of the Congo experienced the most incidents (four) of any one country in 1998; three of these were commandeerings that occurred between August 2 and 4. The highest percentage of incidents in 1998 (41% or nine incidents) were hijackings.

The three incidents recorded in Asia in 1998 included two hijackings and an airport attack. Both hijackings occurred on domestic flights. The first incident occurred in Pakistan when three hijackers attempted to divert the plane to India. This is considered a politically motivated incident. The second incident took place in China when the pilot himself diverted the plane to Taiwan. The airport attack occurred in Japan when three projectiles were launched at Tokyo's Narita Airport. This incident is also considered to have been politically motivated.

No incidents occurred in **Central Eurasia** during 1998.

Europe had the second highest number of incidents in 1998 with five hijackings and an off-airport facility attack. The off-airport attack, a bombing of an Olympic Airways office, was the only incident in that category during 1998. This bombing is considered a politically motivated incident. Europe had the most hijacking incidents during the year. One hijacking took place in Spain on an international flight. Of the remaining four hijackings, one began in Cyprus and three began in Turkey. All four incidents ended in Turkey. The three hijackings from Turkey are considered politically-motivated incidents.



Worldwide Civil Aviation Incidents - 1998 By Category

Five incidents took place in the **Latin America and the Caribbean** region during 1998. These incidents included two hijackings, a charter aviation commandeering, a shooting of an in-flight aircraft, and an airport attack. Both hijackings involved planes on domestic routes: one in Nicaragua and one in Venezuela. The other incidents occurred in Colombia: Revolutionary Armed Forces of Colombia (FARC) guerrillas stormed an airstrip and commandeered a chartered plane, a helicopter was shot down during heavy fighting, and a car bomb exploded at the Medellin Airport.

No incidents were recorded in the **Middle East and North Africa** geographic region. North America, which had no incidents in the previous two years, was the site of a commandeering. In Canada, a man claiming to have a bomb locked himself in the cockpit of the plane and ordered the crew to fly him to Illinois. No incidents were recorded in the United States during 1998.

The most incidents in 1998 occurred in the **sub-Saharan Africa** region. Four incidents occurred in the Democratic Republic of the Congo (DROC) and three in Angola. Three of the DROC incidents were commandeerings that occurred between August 2 and 4. In all three incidents, civilian aircraft were commandeered to ferry troops and supplies. The fourth incident in the DROC was the shooting down of a plane that had been evacuating civilians. Tutsi-led rebels admitted to shooting down the

plane with a missile. Two of the incidents in Angola occurred when planes were shot down in an area of heavy fighting between government troops and National Union for the Total Independence of Angola (UNITA) rebels. The total number of casualties is unknown. The third Angolan incident was a bombing of the Cabinda airport in which two people were killed and three injured. None of the incidents are considered to have been politically motivated.

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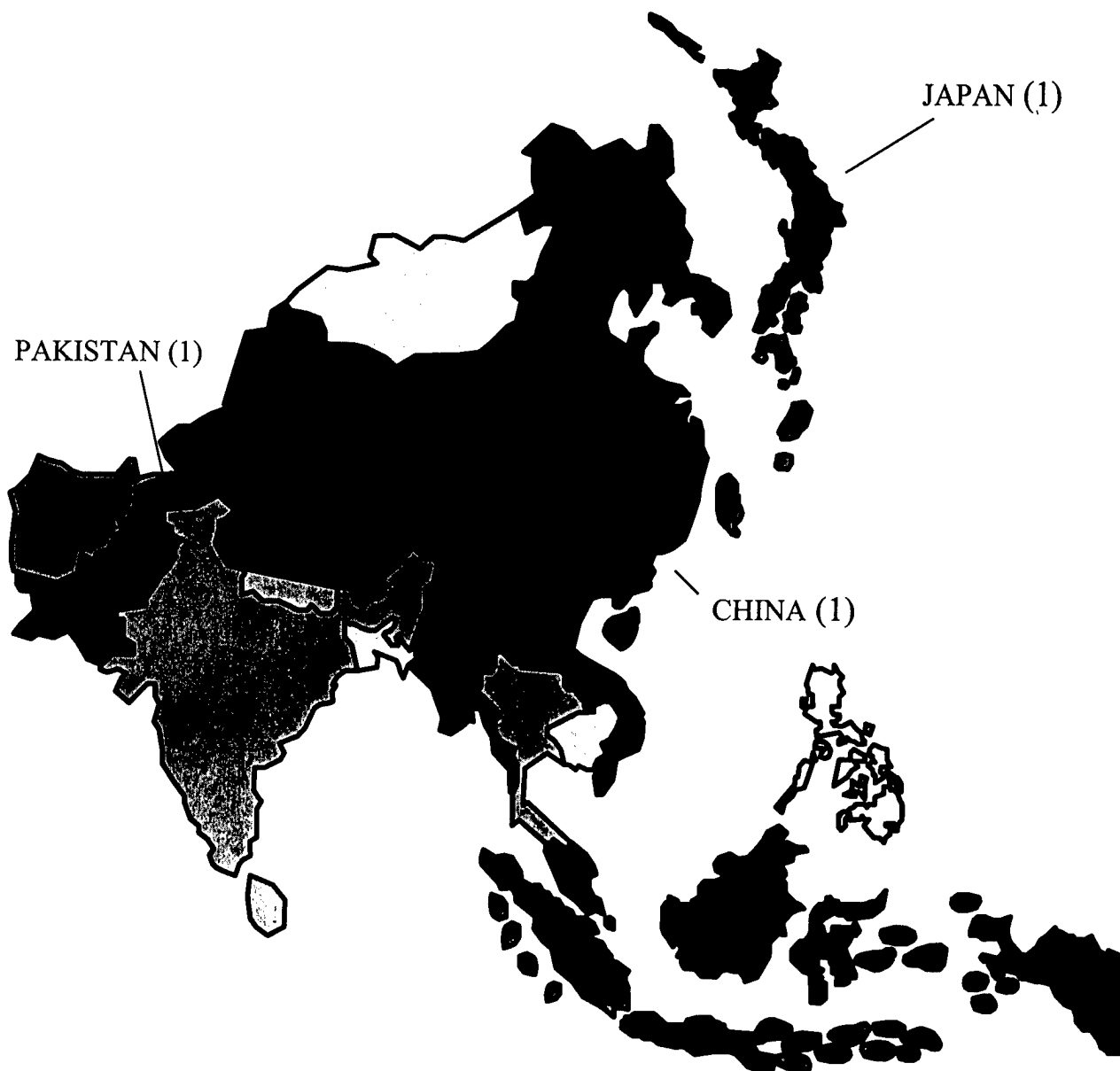
GEOGRAPHIC OVERVIEWS

SIGNIFICANT CRIMINAL ACTS

AGAINST

CIVIL AVIATION

ASIA



Incidents included in statistics: 3

Incidents not included in statistics: 2

Chronology

January 28	Shooting at Jakarta Airport	Indonesia *
February 2	Attack—Narita Airport	Japan
March 23	Incident on Aircraft	Taiwan *
May 24	Hijacking—Pakistan International Airlines	Pakistan
October 28	Hijacking—Air China	China to Taiwan

*Incident Not Counted in Statistics.

January 28, 1998—Shooting at Jakarta Airport—Indonesia *

Two incoming passengers who had just deplaned at Terminal F at the Soekarno-Hatta International Airport were shot by an unidentified assailant. One victim, a Japanese national, was shot in the shoulder, while the other, an Indonesian national, was shot in the face. The attackers have not been identified.

February 2, 1998—Attack—Narita Airport—Japan

Three projectiles were launched at Tokyo's Narita Airport slightly injuring a cargo handler and prompting airport officials to temporarily shut down the airport runway. The steel-tube launchers were discovered embedded in the ground at a parking lot behind a Holiday Inn located near the airport. While police were investigating the site and before the launchers were rendered safe, three ten-inch projectiles were automatically fired by a timer. Two of the projectiles exploded on a paved area of the airport's apron near the hangers for cargo aircraft, while the third failed to explode and was found intact near the launch site. The runway was closed for just six minutes while airport authorities checked for damage. The Japanese radical group Kakurokyo (Revolutionary Worker's Association), Hazama faction, subsequently claimed responsibility for the attack, boasting that they had overcome the increased security put into effect for the Winter Olympic Games at Nagano.

This attack is considered a politically-motivated incident.

March 23, 1998—Incident on Aircraft—Taiwan *

A Taiwanese man attempted to set fire to a Great China Airlines de Havilland Dash 8-300 aircraft carrying 16 passengers and four crew during a domestic flight from Taipei to Chiayi. Eleven minutes after takeoff, the passenger suddenly got out of his seat and began to douse the cabin with gasoline, which he carried in two plastic tea bottles. After noticing the odor, a flight attendant saw the man preparing to light the gasoline with a cigarette lighter. A security officer aboard the flight and three other passengers subdued the man, however, before he was able to start a fire. The plane made an emergency landing at the Taichung Airport, and the suspect was taken into custody. He reportedly told police that he had been trying to kill himself. There were no injuries in this incident.

May 24, 1998—Hijacking—Pakistan International Airlines—Pakistan

Pakistan International Airlines flight 554 was hijacked during a domestic flight to Karachi from Turbat, a town in Baluchistan Province near the Iranian border. The plane, a twin-engine Fokker Friendship aircraft, carried 29 passengers and four crew members. Three hijackers armed with handguns and claiming to have explosives ordered the crew to fly to India. The hijackers also demanded (U.S.) \$20 million for development in their native Baluchistan Province. Rather than fly to India, however, the crew took the plane to the airport in Hyderabad, Pakistan, located 90 miles from Karachi. The hijackers were led to believe that they had landed at a remote airstrip in Bhoj, India. Upon landing, the plane was immediately surrounded by security forces and vehicles were parked in front to

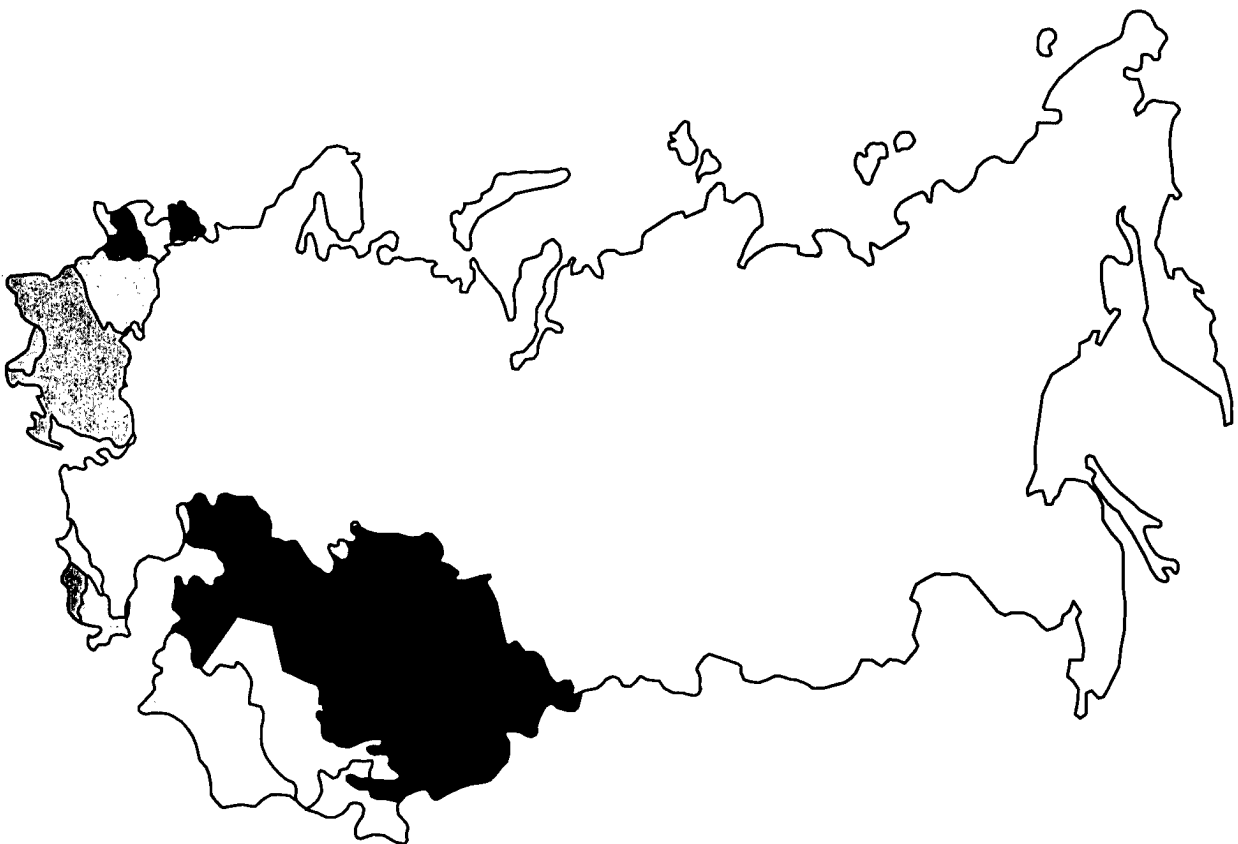
prevent it from leaving. More than five hours later the hijackers reportedly told the "Indian negotiators" that Baluchistan needed development funds rather than nuclear tests by the Pakistani government in response to five Indian nuclear tests two weeks before. The hijackers agreed to release the women and children aboard the aircraft. As the passengers were deplaning, Pakistani commandos overpowered the hijackers. A hijacker and an army officer were slightly injured in the ensuing scuffle.

This hijacking is considered a politically-motivated incident.

October 28, 1998—Hijacking—Air China—China to Taiwan

Air China flight 905 was diverted by its pilot to Taiwan during a flight from Beijing to Kunming. The Boeing 737 aircraft was carrying nine crew members and 94 passengers, including the pilot's wife and child. The pilot reportedly made the diversion because of his dissatisfaction with his life on mainland China. The Taiwanese government dispatched four air force fighters to intercept and follow the plane to Taipei's Chiang Kai-Shek International Airport. The pilot, upon landing, then surrendered to Taiwanese officials without incident. On December 8 Taiwanese prosecutors indicted the pilot on hijacking-related charges, which carry a maximum penalty of death.

CENTRAL EURASIA



Incidents included in statistics: 0

Incidents not included in statistics: 1

Chronology

August 9

Incident on Aircraft

Russia *

* Incident Not Counted in Statistics.

August 9, 1998—Incident on Aircraft—Russia *

A flight attendant on an East Line Aviation flight found an anonymous note demanding 651,000 rubles (approximately \$100,000 U.S.) and fuel to fly the plane to another country. The note also explained that the airplane would be blown up if the demands were not met. The Tupolev TU-154 aircraft with 97 passengers was on a domestic flight from Irkutsk to Moscow. The plane landed at Moscow's Domodedovo Airport and was taken to a remote location where security forces had been positioned. No one on the plane came forward to claim the note or negotiate with authorities. Women and children were allowed to deplane; luggage and the 70 male passengers were checked for weapons and explosives but nothing was found. The men were taken to a terminal where handwriting samples were unsuccessfully compared to the note. Passengers later said that they were not told of the note but were advised that the plane was being held by health officials because someone with cholera was suspected of being aboard.

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EUROPE



Incidents included in statistics: 6

Incidents not included in statistics: 1

Chronology

February 24	Hijacking—Turkish Airlines	Turkey
March 30	Hijacking—Cyprus Turkish Airlines	Cyprus to Turkey
May 17	Bombing—Olympic Airways Office	Greece
June 23	Hijacking—Iberia	Spain
September 14	Hijacking—Turkish Airlines	Turkey
October 2	Corporate Aircraft Hijacking	France *
October 29	Hijacking—Turkish Airlines	Turkey

*Incident Not Counted in Statistics.

February 24, 1998—Hijacking—Turkish Airlines—Turkey

A lone hijacker seized control of a Turkish Airlines (THY) Avro RJ100 aircraft with 63 passengers and five crew members shortly after takeoff from Adana. The plane was on a domestic flight en route to Ankara. The hijacker, a Turkish male, claimed to have an explosive device hidden in a toy panda bear and demanded to be taken to Tehran, Iran. The pilot told the hijacker that Tehran's airport was closed and persuaded him to allow the plane to land at Diyarbakir Airport in Turkey for refueling. Shortly after the plane landed, 20 passengers were released by the hijacker, but Turkish officials refused to refuel the plane. The hijacker then demanded a separate plane to fly him and seven hostages—the pilot, copilot, and five passengers—to Tehran. As Turkish security forces were preparing to assault the plane, several passengers overpowered the hijacker and he was taken into custody. No explosives or weapons were found on the plane, and no one was injured. The hijacker's motive is unknown, but he reportedly said that he was protesting the oppression of Muslims in Algeria. On December 15 the hijacker was sentenced to a prison term of eight years and four months.

This hijacking is considered a politically-motivated incident.

March 30, 1998—Hijacking—Cyprus Turkish Airlines—Cyprus to Turkey

A Turkish male passenger hijacked a Cyprus Turkish Airlines Boeing 727 aircraft, carrying 97 passengers and eight crew members, shortly after takeoff from the Turkish-controlled part of Cyprus. The plane was en route to Ankara, Turkey. The hijacker, who acted alone and claimed to have a bomb, demanded to be flown to Bonn, Germany. The pilot told the hijacker that the aircraft did not have enough fuel and persuaded him to allow the plane to land at Esenboga Airport in Ankara. Turkish security forces surrounded the plane when it landed and, after a brief period of negotiations, stormed the plane and overpowered the hijacker. No weapons or explosives were found on the plane. There were no injuries to passengers or crew members.

May 17, 1998—Bombing—Olympic Airways Office—Greece

An improvised explosive device detonated in front of the Olympic Airways ticket office in central Athens. The blast caused considerable damage to the facility, but no injuries were reported. At approximately 7:30 p.m. local time, an unidentified caller notified an Athens television station that bombs would explode at an Olympic Airways ticket office and an Ionian Bank branch at 8:00 p.m. The caller claimed solidarity with the employees of both targets. The devices detonated at approximately 8:20 p.m. at the ticket office and several minutes later at the bank. A short time after the bombings two phone calls to different privately-owned television stations claimed credit for both attacks. The first call claimed the bombings on behalf of "May 98," and the second caller claimed them for the "Fighting Guerrillas of May." Neither group was previously known. Although the motive for the ticket office attack is unknown, it may be linked to an announcement earlier in the day by the Greek Economic Minister calling for the partial privatization of Olympic Airways, the national air carrier of Greece.

This bombing is considered a politically-motivated incident.

June 23, 1998—Hijacking—Iberia—Spain

Approximately one hour after departing Seville, Iberia flight 1121 was hijacked and diverted to Valencia Airport. The hijacking occurred while the B-727 aircraft was flying from Seville to Barcelona, Spain, en route to Amsterdam, the Netherlands. It was initially thought that there were three hijackers, but there was only one. The hijacker told the pilot that he had a remote control device and could detonate a bomb in a suitcase in the plane's cargo hold. He initially demanded to be flown to Athens, Greece, but then requested to be taken to Tel Aviv, Israel. The aircraft landed in Valencia for fuel, and the hijacker began demanding food and drink and fuel for the flight to Israel. Approximately an hour later the hijacker agreed to release 18 people, mostly children. After several more hours, the Spanish National Police determined that only one hijacker was involved and they identified him as a psychiatric patient. The hijacker, after speaking to his psychiatrist, surrendered approximately four hours after seizing the plane. None of the 124 passengers and seven crew members were injured during the incident. A search of the plane found no bomb on board; the device held by the hijacker was a television remote control.

September 14, 1998—Hijacking—Turkish Airlines—Turkey

THY flight 145 was hijacked during a domestic flight from Ankara to Istanbul and diverted to the Black Sea coastal city of Trabzon. The Airbus A-310 aircraft carried 76 passengers and eight crew members. The plane landed safely, the passengers were released, and the hijacker surrendered to airport authorities. There were no injuries. According to a THY spokesman the hijacker claimed to have a package bomb; however, the Turkish Minister of Transportation stated that he had a plastic toy gun. Press reports indicate that the hijacker's motive was to protest the Turkish government's ban on women wearing the traditional Islamic head covering, the chador, at Turkish universities.

This hijacking is considered a politically-motivated incident.

October 2, 1998—Corporate Aircraft Hijacking—France *

A corporate jet belonging to the French aircraft manufacturer Dassault Aviation was hijacked during a routine flight shuttling employees between Marseille and Paris. The hijacker reportedly was a disgruntled former employee armed with a pump-action shotgun and a hand grenade. The plane left the Istres military base in the morning and landed at the Marseille Airport at 12:30 p.m. local time. After demanding to speak to a lawyer, the hijacker began to negotiate. He eventually released all 15 passengers and three crew members unharmed and surrendered.

October 29, 1998—Hijacking—Turkish Airlines—Turkey

A man with a handgun and a grenade hijacked THY flight 487, which had departed Adana at approximately 7:45 p.m. en route to Ankara. The B-737 aircraft carried approximately 40 passengers and crew. The hijacker demanded to be taken to Lausanne, Switzerland, but agreed to the pilot's request to land at Sofia, Bulgaria, for refueling. The pilot, however, landed at Ankara's Esenboga Air-

port at approximately 9:00 p.m., while the hijacker believed they were in Sofia. The hijacker told the passengers that he was protesting the Turkish government's "dirty war" against ethnic Kurds in Turkey. The pilot also read a statement from the hijacker demanding to be taken to Lausanne because it was there that the modern Turkish state was created in a treaty signed 75 years earlier. (The hijacking occurred during the 75th anniversary celebration of the Turkish Republic.) The hijacker's statement also praised "Chairman Apo," Abdullah Ocalan, the leader of the Kurdistan Worker's Party (PKK). Although negotiations were conducted, the hijacker did not release any passengers. Approximately seven hours after the plane landed (4:00 a.m.) Turkish National Police special action teams stormed the plane through the rear door, evacuated some passengers, and killed the hijacker in the cockpit. There were no other injuries. It is not known whether the hijacker acted on his own or on behalf of the PKK. Coincidentally, one week earlier this same plane was prevented from taking off in Strasbourg, France, by protesters trying to prevent the deportation of a Kurd to Turkey.

This hijacking is considered a politically-motivated incident.

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LATIN AMERICA AND THE CARIBBEAN



Chronology

January 31	Hijacking—Atlantic Airlines	Nicaragua to Costa Rica
March 12	Charter Aviation Commandeering	Colombia
July 25	Hijacking—Aviones de Oriente	Venezuela
October 27	Shooting at Helicopter	Colombia
November 25	Bombing—Medellin Airport	Colombia

January 31, 1998—Hijacking—Atlantic Airlines—Nicaragua to Costa Rica

A Nicaraguan hijacked an Atlantic Airlines twin-engine aircraft with 21 persons on board shortly after takeoff from Bluefields, Nicaragua. The aircraft was on a scheduled domestic flight to Little Corn Island. Shortly after takeoff, the hijacker doused a passenger and a portion of the aircraft's interior with gasoline and threatened to ignite it if the plane did not divert to San Andres Island, Colombia. The pilots told the hijacker they did not have sufficient fuel to reach San Andres and convinced him to go to Puerto Limon, Costa Rica. According to local press reports, the hijacker was arrested without incident by Costa Rican authorities upon his arrival. There were no injuries to passengers or crew members during this incident. The hijacker reportedly is mentally unstable and is an unemployed drug addict.

March 12, 1998—Charter Aviation Commandeering—Colombia

Twenty Revolutionary Armed Forces of Colombia (FARC) guerrillas reportedly stormed the airstrip at Palmerito, Cumaribo Municipality, and seized control of a Cessna 182 aircraft that had just landed. The plane was to pick up officials from the Office of the National Registrar. The pilot and copilot were forced from the plane, and it was taken over by the guerrillas. The plane reportedly was flown to Llanos del Yari to pick up a wounded FARC leader and then used to take him to an unidentified country for medical treatment. The plane is owned by the Llanera de Aviacion air company and had been leased to mobilize electoral delegates throughout several municipalities. There is no additional information.

July 25, 1998—Hijacking—Aviones de Oriente—Venezuela

Four armed, masked hijackers seized control of an Aviones de Oriente plane during a domestic flight. The hijackers were among 22 people on board the Beechcraft 1900 aircraft, which was en route from Caracas to Barinas State. The hijackers forced the plane to divert to a remote airstrip at a cattle ranch. They released the passengers and crew and took the plane to Colombia, where it was recovered in early August. It is believed that drug traffickers were responsible for this hijacking as they have a history of stealing small and medium-sized aircraft for use in smuggling operations. Two people were arrested in Arauca Department, Colombia, in connection with this hijacking.

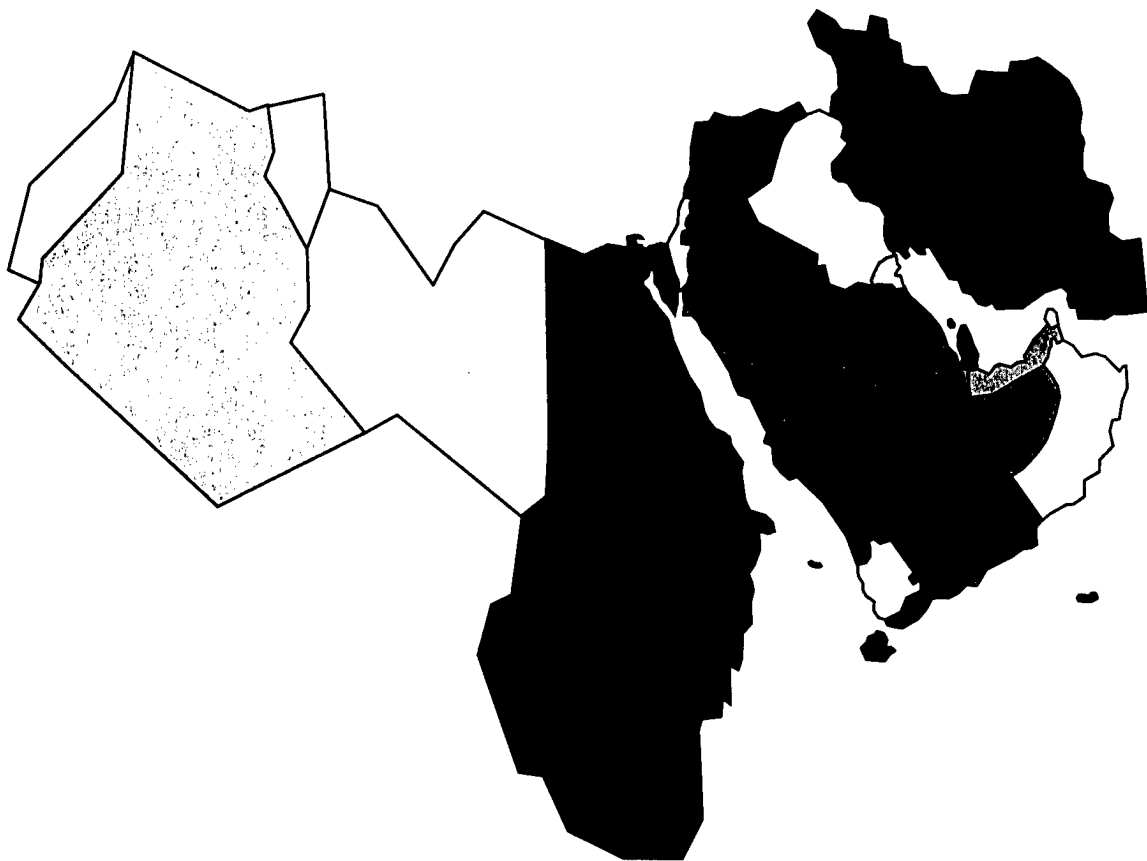
October 27, 1998—Shooting at Helicopter—Colombia

According to press reports, a helicopter was shot down during heavy fighting between FARC guerrillas and the Colombian military in southern Putumayo Department. The helicopter, owned by the private company Helicol, was flying near the town of Orito when it reportedly was shot down with a rocket (not further identified). The helicopter crashed, and an unknown number of people were killed. This incident is not considered politically motivated because it occurred in a conflict zone and it is unknown whether the shoot-down was accidental or deliberate.

November 25, 1998—Bombing—Medellin Airport—Colombia

A stolen car packed with approximately 130 pounds of dynamite exploded outside a cargo warehouse at Medellin's Enrique Olaya Herrera Airport. The explosion caused nearly \$250,000 damage to air courier offices, a fire station, and six parked cars. The blast also injured nine people. It is believed that the attack was directed against offices of a local air courier service.

MIDDLE EAST AND NORTH AFRICA



Incidents included in statistics: 0

Incidents not included in statistics: 1

Chronology

July 2

Arrests of Persons with Explosives at
Khartoum Airport

Sudan *

July 2, 1998—Arrests of Persons with Explosives at Khartoum Airport—Sudan *

Sudanese security forces arrested two individuals who were allegedly planning to detonate an explosive device at Khartoum's Civil Airport. The arrests came at the end of a week-long series of explosions at electric plants, petroleum depots, hospitals, and other installations around Khartoum. No group claimed responsibility for the attacks, but authorities suspect the National Democratic Alliance, a coalition of banned Sudanese political parties.

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NORTH AMERICA



Incidents included in statistics: 1

Incidents not included in statistics: 2

Chronology

February 6	Possible Prevented Hijacking	United States *
May 10	Commandeering—Air Luxor	Canada
November 13	Incident at Atlanta Airport	United States *

* Incident Not Counted in Statistics.

February 6, 1998—Possible Prevented Hijacking—United States *

A plan to hijack an airplane may have been thwarted at a security checkpoint at the Fort Lauderdale-Hollywood International Airport in Florida. A handgun was discovered in a carry-on bag when the bag went through X-ray screening. No one claimed the bag, and when it was opened an unloaded .38 caliber revolver was found in addition to several notes. One note read: "Warning...I am a revolutionary and willful martyr...this is a hijacking to Cuba! I'm willing to die, are you?" The person who had placed the bag on the security conveyor belt could not be identified at the time of the incident. Several hours later, however, an individual came to claim the bag. Although initially refusing to identify himself, the individual said that he was a member of a "Muslim faction" and had been sent by the elders of his organization to pick up the bag which contained church documents. He also said he did not know that a gun was in the bag.

Police determined the man's identity and found that he had a series of prior arrests, was a convicted felon, and had been charged with first degree murder in New Mexico but fled while on bail. He was detained as a material witness for a federal grand jury investigation of the handgun episode at the airport and was subsequently indicted as a felon in possession of a firearm.

May 10, 1998—Commandeering—Air Luxor—Canada

A lone individual commandeered a Portuguese Air Luxor aircraft as passengers were being enplaned at Toronto's Pearson International Airport. The Lockheed L-1011 aircraft was being prepared for a flight to Lisbon, Portugal. The individual, a Toronto resident, forced his way past a security check point and onto the plane. He claimed to have a bomb, locked himself in the cockpit, and ordered the crew to fly him to Chicago, Illinois. The man became distracted enough to allow a crew member to unlock the door permitting police officers to subdue him. There were no injuries. The plane was searched for weapons or explosives, but none were found. A gym bag carried by the suspect contained only clothes and other innocuous items. The man was charged with assault, attempted hijacking, and endangering the safety of an aircraft.

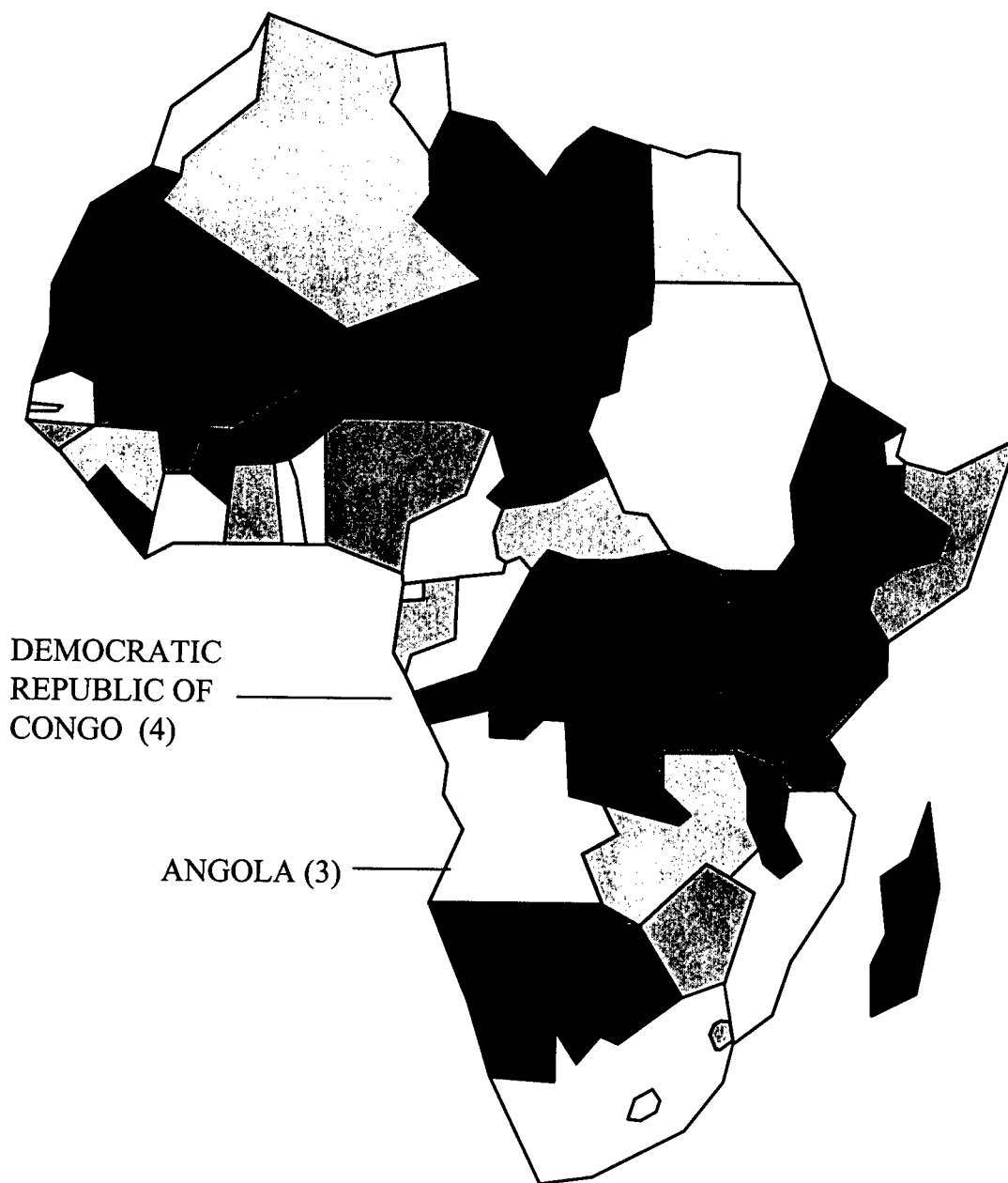
On August 7, 1998, the suspect appeared in court to answer the charges. His psychiatric record was reviewed and he was found to be not criminally responsible. Charges against him were subsequently dropped.

November 13, 1998—Incident at Atlanta Airport—United States *

An individual approached the main domestic checkpoint at Atlanta's Hartsfield International Airport and placed a loaded .45 caliber handgun at the back of a ticketed passenger. He told the passenger to keep walking and not turn around. When a checkpoint screener challenged the man holding the gun, he doused the back of his hostage with lighter fluid and tried to force his way through. He was immediately apprehended and arrested by police. The handgun was loaded with eight bullets, and the individual had matches and a knife in his pocket. The individual was charged with several offenses, including aggravated assault, terroristic threats, and carrying an incendiary device, and was incarcer-

ated at the Clayton County Jail in Jonesboro, Georgia. There is no information on the motive for his action.

SUB-SAHARAN AFRICA



Incidents included in statistics: 7
Incidents not included in statistics: 0

Chronology

August 2 and 4	Aircraft Commandeerings	Democratic Republic of Congo (Three Incidents)
October 10	Shooting at Aircraft	Democratic Republic of Congo
October 22	Bombing—Cabinda Airport	Angola
December 14	Shooting at Aircraft	Angola
December 26	Shooting at Aircraft	Angola

August 2 and 4, 1998—Aircraft Commandeerings—Democratic Republic of Congo (Three Incidents)

During fighting between rebel forces and government troops, civilian aircraft were commandeered and the pilots forced to ferry troops and supplies in the planes. In each incident the plane was seized in Goma. In the August 2 incident Congolese rebels seized a Boeing 727 aircraft owned by Kinshasha-based Blue Airlines. Two days later, rebels commandeered a Congo Air Cargo B-707 aircraft and forced the pilot to fly soldiers to the Kitona military air base in the western part of the country. A third plane, belonging to Air Atlantic Cargo and chartered to Lina Congo (LAC), was also seized and forced to fly to Kitona after stopping to refuel and pick up ammunition in Kinshasha. There were also reports of private planes and transport aircraft being seized.

October 10, 1998—Shooting at Aircraft—Democratic Republic of Congo

A LAC B-727 aircraft crashed in the jungle near the town of Kindu after a missile, possibly a SA-7, struck a rear engine. There were no survivors among the reported 40 persons on board. A spokesman for LAC reported that the plane was evacuating civilians to Kinshasha from Kindu. Tutsi-led rebels admitted to shooting down the plane but claimed that it was landing and carrying government reinforcements and supplies. The rebels also stated that they had prior knowledge that the plane would be arriving with soldiers, but no civilians, on board.

This attack is not considered politically motivated because it occurred in a conflict zone and the plane may have been perceived as being used for military purposes.

October 22, 1998—Bombing—Cabinda Airport—Angola

An improvised explosive device detonated in an airline passenger guest house at Cabinda Airport, killing two people and injuring three others. There were no claims of responsibility, although local officials believe that the explosives may have belonged to local smugglers. A second theory is that the device was placed by a faction of the Front for the Liberation of the Enclave of Cabinda.

December 14, 1998—Shooting at Aircraft—Angola

During fighting between Angolan government forces and National Union for the Total Independence of Angola (UNITA) rebels near the town of Kuito, an Antonov-12 cargo/passenger aircraft was shot down by rebel forces. The plane, apparently privately-owned and under contract to the provincial government, was carrying an unknown number of women, children, and wounded government troops. It had taken off from Kuito en route to Luanda and was flying at a low altitude when it was struck. Reports differ as to whether the plane was hit by antiaircraft fire or an "unspecified" surface-to-air missile. The exact number of casualties is unclear but, according to one report, five crew members and five passengers were killed.

This attack is not considered politically motivated because it occurred in a conflict zone and the plane may have been perceived as being used for military purposes.

December 26, 1998—Shooting at Aircraft—Angola

A C-130 aircraft was shot down near the village of Vila Nova during a flight between Huambo and Saurime. The plane was owned by TransAfric and chartered by the United Nations. Fourteen people—ten of whom were U.N. Observer Mission in Angola personnel—were reportedly on the plane. Despite reports of possible survivors there were none; a U.N. search team concluded that the plane had apparently disintegrated as it hit the ground and burst into flames. The area where the crash occurred had been the scene of heavy fighting between government troops and UNITA rebels for nearly a month. Each side blamed the other for shooting down the plane. There is no information regarding the type of weapon used to bring the plane down.

This attack is not considered politically motivated because it occurred in a conflict zone and the plane may have been perceived as being used for military purposes.

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FEATURE ARTICLES

Shooting at In-Flight Aircraft Incidents in Angola

Two planes were shot down in the central highlands of Angola during the last two weeks of December 1998. Both planes went down in an area between the cities of Kuito and Huambo. At the time of the crashes, this area was the site of heavy fighting between National Union for the Liberation of Angola (UNITA) rebels and the Angolan government.

On December 14, an Antonov 12 turbo-prop aircraft was shot down by UNITA rebels shortly after it took off from the airport in Kuito. The privately-owned plane had been contracted out to the provincial government and was being used to deliver relief aid to Kuito. The plane was approximately 18 miles north of Kuito en route to Luanda when it was shot down. Reports differ as to whether anti-aircraft fire or an "unspecified" surface-to-air missile was used in the attack. The plane went down in UNITA-controlled territory. Because the area was the site of heavy fighting it was difficult to reach the aircraft. However, it is believed that there were no survivors among the unknown number (but possibly ten) of women, children, and wounded government troops aboard the plane.

On December 26, a C-130 aircraft owned by TransAfric and chartered by the United Nations was struck by anti-aircraft fire as it left Huambo en route to Saurime. The plane crashed near the village of Vila Nova, less than five miles from Huambo. There were 14 people reportedly on board: ten members of the U.N. Observer Mission in Angola and four crew members. The government and UNITA rebels accused the other of shooting down the plane. The government also accused UNITA of holding the survivors hostage, but UNITA, which controlled the area, contended that there were no survivors. A U.N. search team which briefly inspected the crash site concluded that the plane disintegrated as it hit the ground and burst into flames. The search team found charred bodies with the plane and further concluded that there had been no survivors. Further investigation could not be carried out because of heavy fighting in the area.

Because of the shoot-downs, the U.N. mission in Angola temporarily suspended all flights to and from Huambo. The U.N. also threatened to pull out some 1,000 observers deployed throughout Angola to oversee the implementation of peace accords. These incidents also illustrate the dangers posed to aircraft flying in areas where significant fighting or civil unrest is occurring.

The Hijacking of Turkish Airlines Flight 487

On October 29, 1998, a Kurdish male armed with a pistol and a hand grenade hijacked Turkish Airlines flight 487 shortly after takeoff and demanded that the plane be diverted to Lausanne, Switzerland. Carrying 34 passengers and six crew, the Boeing 737 aircraft departed at approximately 7:45 p.m. from Adana International Airport in southern Turkey en route to Esenboga Airport in the capital of Ankara.

The hijacker forced the pilot-in-command to read a statement that made his motive clear. The Kurdish hijacker chose October 29 to coincide with Turkey's nationwide 75th anniversary celebrations, which included visits by 13 foreign leaders. He tried to divert the aircraft to Lausanne as an act of protest against a treaty signed there 75 years earlier that created the Turkish nation. The treaty has symbolic importance to Kurdish activists and insurgents because it denied Kurdish independence promised in an earlier treaty and gave territorial control to the Turkish government. The statement concluded by praising Abdullah Ocalan, the leader of the Kurdistan Workers' Party (PKK), an insurgent group and international terrorist organization.

The pilot convinced the hijacker to allow the plane to land in Sofia, Bulgaria, for refueling. However, the pilot circled over Ankara to add air time in an effort to convince the hijacker that the flight was still en route to Sofia. The aircraft landed at Esenboga Airport at approximately 10:00 p.m. local time and stopped on the tarmac in front of Terminal C. Turkish National Police set up a crisis post in the control tower and began negotiations. As an additional security measure, Turkish security officials instructed local mosques to postpone their calls to prayer so that the hijacker would not suspect he was in Turkey. The hijacker reportedly warned the flight crew that he would detonate the hand grenade if any type of operation or rescue attempt were launched on the plane. He apparently did not threaten any of the passengers and spent most of the time in the cockpit. Negotiators pretended to be Bulgarian officials and spoke only English.

As negotiations through the night proved unsuccessful, a Turkish National Police Special Actions Team, comprised of officers specially trained to respond to aviation incidents, prepared to storm the aircraft. At approximately 4:35 a.m. on October 30, the team boarded the aircraft through the rear door, evacuated some of the passengers, and then fatally shot the hijacker, who was in the cockpit. None of the passengers or crew were injured in the incident.

The Special Actions Team found forged Turkish identification, a 7.65 mm pistol with five rounds, and a Russian T1 hand grenade with the pin still in place on the hijacker's body. Although the 33-year-old hijacker's statement praised the PKK, he most likely was a lone sympathizer acting in support of the Kurdish cause and not a trained PKK member.

Following this fourth hijacking in Turkish airspace in 1998, Turkey's Transport Minister Arif Ahmet Denizolgun announced a review of security measures at all Turkish airports. Turkish authorities

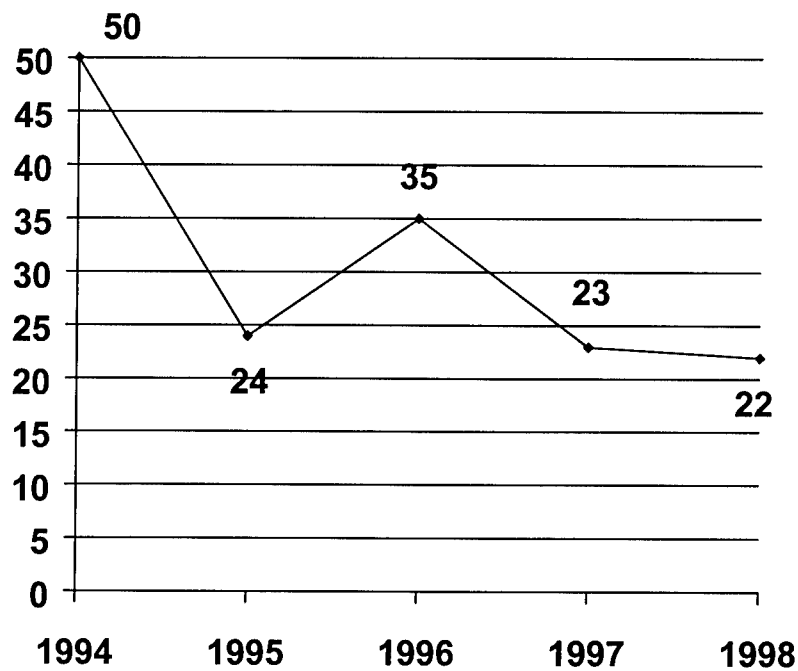
also launched an investigation into how the hijacker was able to smuggle his weapons through screening at Adana and onto the aircraft.

TRENDS

1994-1998

Introduction

FIVE YEAR SUMMARY Worldwide Civil Aviation Incidents 1994-1998



This section contains an examination of trends for the five-year period 1994-1998. Significant incidents involving civil aviation are separated into one of the following categories:

- “Hijackings of Civil Aviation Aircraft,”
- “Commandeerings of Civil Aviation Aircraft,”
- “Bombings/Attempted Bombings/Shootings on Civil Aviation Aircraft,”
- “Shootings at In-Flight Aircraft,”
- “Attacks at Airports,”

—“Off-Airport Facility Attacks,” and

—“Incidents Involving Charter and General Aviation Aircraft.”

Charts are included to present a visual perspective of incidents in these categories.

One fewer incident was recorded in 1998 than in 1997 (22 vice 23), which continues the trend of four out of the past five years. The only exception was in 1996, when more incidents were recorded than in the previous year. The 22 incidents in 1998 were also the fewest in the five-year period; the most were in 1994 (50 incidents). The total number of incidents for the five-year period is 154.

In comparing 1998 statistics with those of the previous year, increases occurred in two categories—“Commandeerings of Civil Aviation Aircraft” and “Shootings at In-Flight Aircraft.” Two commandeering incidents were recorded in 1997, but four were recorded for 1998. Four shooting at aircraft incidents occurred in 1998 compared to none the previous year. Decreases were noted in four of the seven incident categories. There were three fewer “Attacks at Airports” incidents (3), two fewer “Off-Airport Facility Attacks” (1), one less “Hijacking of Civil Aviation Aircraft” incident (9), and one less “Bombings/Attempted Bombings/Shootings on Aircraft” incident (0). One “Charter/General Aviation Aircraft” incident was also recorded, the same as in 1997.

The 22 incidents in 1998 were slightly less than one-half of the 50 incidents recorded in 1994. The overall decline for the five-year period is shown quite distinctly on the chart on the previous page. Interpretation of the data is necessary, however, to avoid reaching incorrect conclusions.

The fact that the number of incidents against civil aviation has declined over the past five years, and longer, may be interpreted as an indication that the threat is decreasing. This, however, is not true, as several events in the past few years attest. The September 1996 conviction of Ramzi Yousef for his plan to place explosive devices on as many as 12 U.S. airliners flying out of the Far East in 1995 is proof that a threat to aviation exists. Yousef was also convicted of placing a device on a Philippine Airlines plane in December 1994 as a test for his more elaborate plan. One person was killed in this incident. Other examples of the continuing threat include the bombing of the Alas Chiricanas Airline plane in Panama in July 1994, in which 21 people died; the commandeering of the Air France flight in Algeria in December 1994 by members of the Armed Islamic Group; and the hijacking of the Ethiopian Airlines plane which crashed into the Indian Ocean in November 1996.

There is every reason to believe that civil aviation will continue to be an attractive target to terrorist groups. The publicity and fear generated by a terrorist hijacking or bombing of an airplane can be a powerful attraction to a group seeking to make a statement or promote a particular cause. Civil aviation will also continue to be used by individuals who are acting to further personal goals, such as asylum seekers. It matters not to them that most individuals who hijack an airplane for personal goals are prosecuted for their actions. So long as factors such as these exist, the threat to civil aviation will remain significant; that some years pass with fewer incidents does not necessarily indicate that the threat has diminished. Increased awareness and vigilance are necessary to deter future incidents—be they from terrorists like Ramzi Yousef or non-terrorists bent on suicide, as occurred in Brazil in 1997. It is important to do the utmost to prevent such acts rather than to lower security measures by interpreting the statistics as an indication of a decreasing threat.

Hijackings of Civil Aviation Aircraft

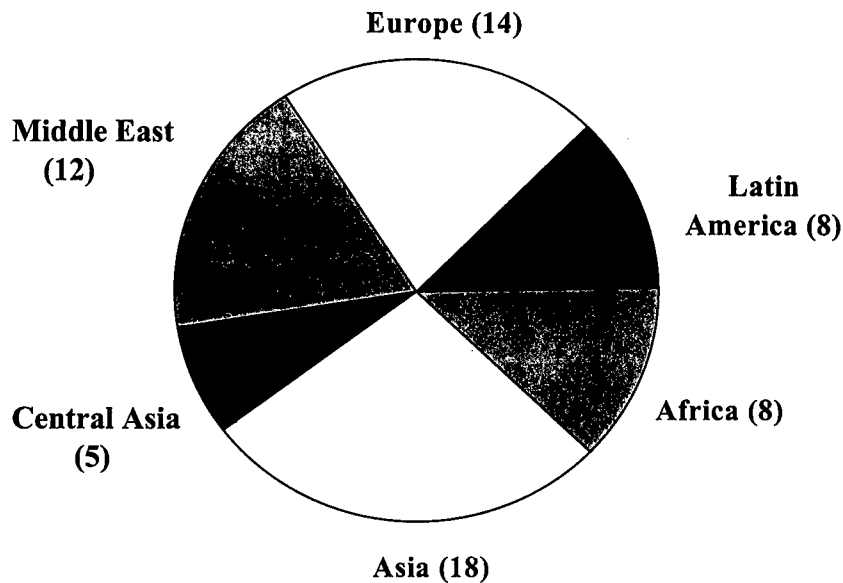
An incident is defined as a hijacking rather than a commandeering when the aircraft is in an in-flight status, that is, once the doors are closed. By this definition, a hijacking can occur on the ground. Hijackings are distinguished from other in-flight situations (such as those involving unruly passengers) by one or more of the following criteria: the act involves the claim or use of a weapon; it is committed by a terrorist group or someone acting on behalf of a terrorist group; there are deaths or injuries to passengers or crew; or there is premeditation (hoax device, fake weapon, previously prepared note, more than one hijacker, etc.). There is no distinction made between incidents in which a plane does not divert from its flight plan and those which do. Hijacking incidents involving general aviation or charter aircraft are recorded separately and are not included in this category.

Between 1994 and 1998, sixty-five hijackings of civil aviation aircraft were recorded worldwide. Nine hijackings occurred in 1998, one fewer than in the previous year and the lowest total (by one incident) in the five-year period. Twenty-three incidents in 1994 were the highest for the period. Hijackings accounted for the majority of incidents for each year in the five-year period.

Five of the nine hijackings in 1998 were recorded in Europe; two were recorded in Asia and two in Latin America and the Caribbean. No hijackings occurred in North America (the last was in the United States in 1991). The number of hijackings in Europe and in Latin America and the Caribbean were more than occurred in these regions in 1997. Fewer hijackings were recorded in all other geographic regions except sub-Saharan Africa, where no incidents were recorded—the same as in 1997.

Seven of the nine hijacking incidents in 1998 took place on planes flying domestic routes, and 45 of the 65 hijackings between 1994 and 1998 occurred during domestic flights. In 1998, seven of the nine hijacked planes diverted from their original flight plan and landed in a location different from its intended destination. Three of the hijackings took place in Turkey—the most for any country in 1998—and involved Turkish Airlines aircraft—the most for any single carrier.

Of all geographic regions in the 1994-1998 period, Asia recorded the highest number of hijackings (18 incidents or 27.6%), with China having the most incidents (11). Europe had the second highest number of hijackings (14 incidents or 21.5%) with Spain and Turkey each recording three. The Middle East/North Africa region ranks third with 12 hijackings (18.4%), of which Saudi Arabia and Sudan each recorded four. The sub-Saharan Africa region and the Latin America and Caribbean region each recorded eight hijackings (12.3%); the four incidents in Ethiopia and three in Brazil were the most in these regions. Five incidents (7.6%) were recorded in Central Eurasia, of which four occurred in Russia. North America had the fewest number of incidents (0) in the five-year period. China had the highest number of incidents (11) of any country in the five-year period; Ethiopia, Russia, Saudi Arabia, and Sudan each recorded four hijackings.



Hijackings of Civil Aviation Aircraft, 1994-1998

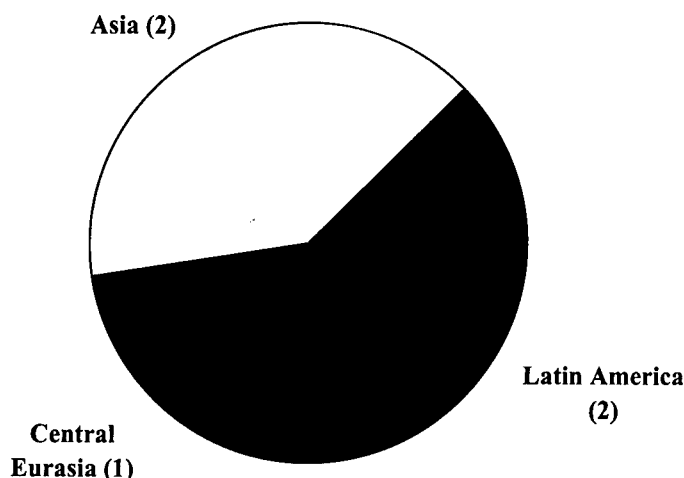
65 Incidents

Personal factors, such as seeking to escape social, political or economic conditions in one's homeland, are often motives for hijacking aircraft. Forty-three of the 65 hijackings between 1994 and 1998 were committed for personal reasons. Eight incidents were criminally motivated, seven were politically motivated, and seven were committed for reasons that are unknown. Four politically-motivated incidents occurred in 1998. In each incident a lone hijacker was either protesting or bringing publicity to some issue. Among other incidents in 1998, only one was committed for personal reasons. In this incident the pilot of an Air China flight diverted the plane to Taiwan by himself. One of the 1998 incidents was criminally oriented (narcotics), and the motives behind three are unknown.

The most noteworthy hijacking of the five-year period was the incident involving an Ethiopian Airlines plane in November 1996. Three Ethiopians seeking to escape conditions of poverty demanded to be taken to Australia. The hijackers did not believe the pilot when told that the plane needed to be refueled. The plane ran out of fuel and crashed into the Indian Ocean killing 123 people, including the hijackers. Approximately 130 people (hostages, crew, hijackers) were killed in hijacking incidents between 1994 and 1998.

Bombings/Attempted Bombings/Shootings on Civil Aviation Aircraft

Between 1994 and 1998, three bombings and two attempted bombings occurred on civil aviation aircraft. Three incidents were recorded in 1994 and one each in 1996 and 1997.



Bombings/Attempted Bombings/Shootings on Civil Aviation Aircraft, 1994-1998 5 Incidents

The three incidents in which explosive devices detonated on in-flight aircraft involved an Alas Chiricanas Airlines plane (Panama, July 1994), a Philippine Airlines plane (Philippines, December 1994), and a Transporte Aereo Mercosur (TAM) plane (Brazil, July 1997). In the Alas Chiricanas incident, the plane crashed and all 21 people on board were killed. The Philippine Airlines explosion killed one passenger, but the plane landed safely. The TAM plane also landed safely, but a passenger was killed from the explosion. In this incident, a passenger had placed the device for an apparent suicide attempt; however, he was not the individual killed in the blast, which tore a hole in the plane's fuselage.

The two attempted bombing incidents involved an Orbi Georgian Airways plane in the Republic of Georgia in September 1994 and an All Nippon Airways (ANA) flight in Japan in November 1996.

In the first incident, the device was in luggage which the bomber had asked another passenger to take on-board. The ANA device was in checked luggage and was found when the bag could not be matched with a passenger on the flight.

The Philippine Airlines bombing was a test for a more elaborate plan, which involved placing explosive devices on as many as 12 U.S.-registered aircraft flying routes out of the Far East. Fortunately, the plot was uncovered before it could be implemented. Ramzi Yousef, convicted in the 1993 World Trade Center bombing in New York City, was behind the plot. He was apprehended in Pakistan, extradited to the United States, and convicted in both the Far East plot and the Philippine Airlines bombing. Had Yousef's plan succeeded, even partially, the results would have been catastrophic. The Philippine Airlines bombing and the Alas Chiricanas bombing are considered politically-motivated incidents, and they are the only incidents of this type in this category.

Shootings at In-Flight Aircraft

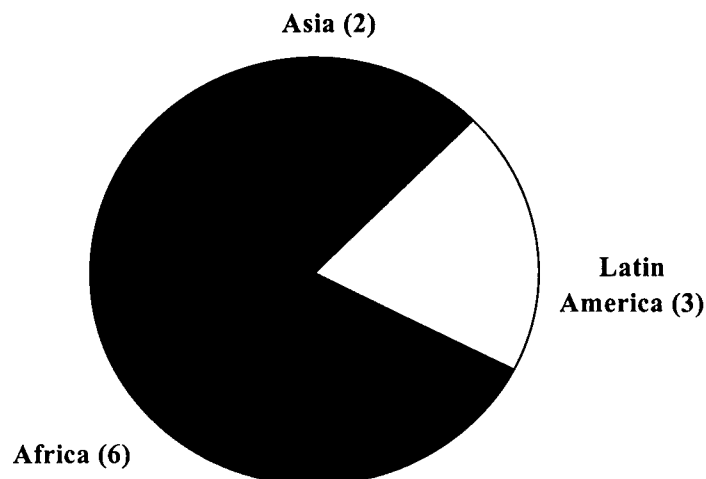
These incidents include acts in which in-flight aircraft (commercial and general/charter aviation) are fired upon either from the ground (surface-to-air missiles, antiaircraft artillery, small arms fire, etc.) or the air. This category does not include all incidents of this type but only those judged to be of significance. This is determined by the target, the type of attack, or any resulting casualties. Attacks against law enforcement aircraft, such as drug eradication planes, are not counted. Similarly, attacks against military aircraft, even if carrying civilian passenger loads, or non-military aircraft serving a military function over an area where there is significant fighting, are not counted.

Eleven incidents have been recorded during the past five years in which civil and general aviation aircraft have been fired upon. Eight of these aircraft crashed, killing more than 80 people. Two people were killed in the three incidents in which the plane did not crash. The highest number of fatalities occurred in 1998 when four crashes killed at least 65 people, although exact figures are unknown. Four incidents were recorded in 1994 and 1998; two incidents occurred in 1996 and one in 1995. No incidents were recorded in 1997. Four incidents have been determined to be politically motivated.

More than half of the attacks (six of 11) between 1994 and 1998 occurred in sub-Saharan Africa. Antigovernment rebels are either credited with or believed responsible for the majority of these incidents. The planes crashed in five of the six incidents accounting for nearly all the known fatalities in the five-year period.

1998 was by far the deadliest year of the five-year period. Four aircraft were shot down claiming at least 64 of the 80+ fatalities recorded between 1994 and 1998. Three of the four incidents took place in sub-Saharan Africa. The most fatalities occurred in the Democratic Republic of Congo in October 1998 when at least 40 people were reported killed after antigovernment rebels shot down a plane with a missile. The rebels claimed the plane was bringing government troops and supplies into a war zone, but there were other claims that the plane was evacuating civilians. Two planes were also shot down during fighting in Angola in December 1998, in which at least 24 people died. An

unknown number of people were also killed when a helicopter was shot down by rebels in Colombia in October 1998. In one other multi-fatality incident, the presidents of Rwanda and Burundi and eight others were killed when their plane was shot down in Rwanda in April 1994.



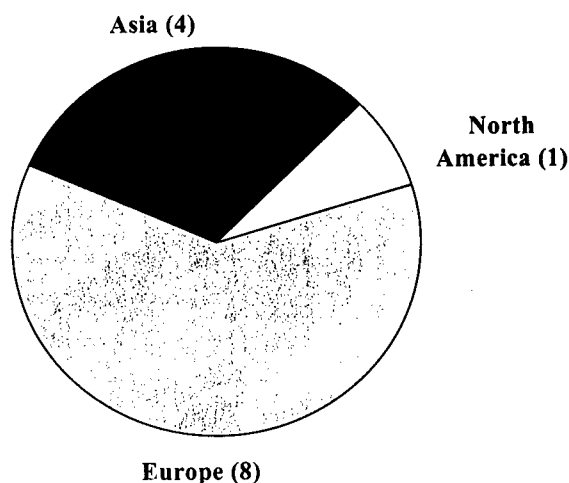
Shootings at In-Flight Aircraft, 1994-1998 **11 Incidents**

Off-Airport Facility Attacks

Incidents in this category include attacks against civil aviation assets that are not located within the perimeter of an airport, such as air navigational aid equipment and airline ticket offices. These targets are attractive because they are usually unguarded and/or easily accessible. Thirteen such attacks have been recorded in the past five years. The greatest number of incidents in one year (5) occurred in 1995; the fewest (1) in 1994 and 1998. Three incidents were recorded in both 1996 and 1997.

All but two of the 13 off-airport facility attacks have been against ticket offices. These attacks include bombings (explosives or incendiary devices), attempted bombings, arsons, and various assaults. Aeroflot, Alitalia, and Turkish Airlines interests were each attacked twice in the past five years. Other targets included interests of Air France, Air India, Olympic Airlines, Singapore Airlines, and Swissair. The two non-ticket office attacks included a cut airport transmission line in Pakistan and a bombing

of a navigation aid in the United States, both in 1995. Eight of the 13 incidents between 1994 and 1998 took place in Europe; four were recorded in Asia and one in North America.



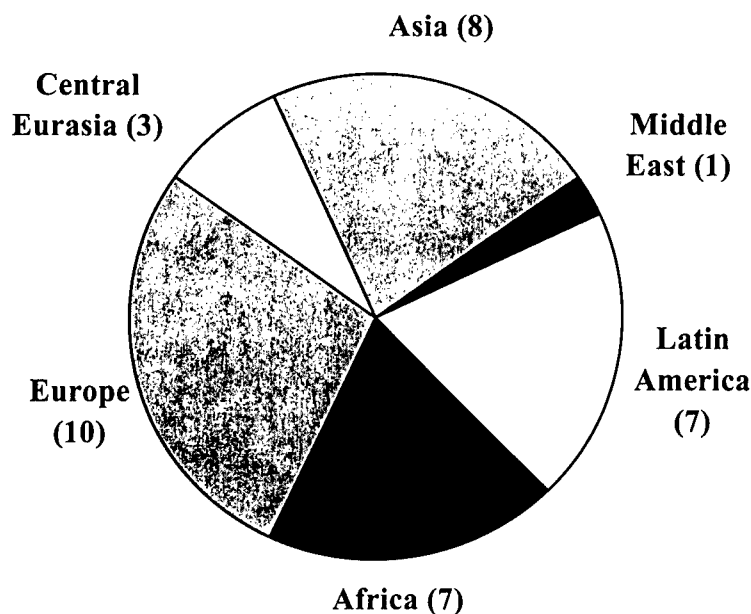
Off-Airport Facility Attacks, 1994-1998
13 Incidents

Seven of the 13 incidents are considered politically-motivated incidents. Seven of the eight incidents occurred in Europe; the other was in Asia. Three incidents were recorded in Greece, the most for any one country. No group claimed or is believed responsible for more than one attack. Three incidents were recorded in both 1995 and 1997; one incident was recorded in both 1996 and 1998.

Attacks at Airports

Thirty-six attacks have been recorded at airports throughout the world during the past five years. These attacks include 17 bombings; 10 attempted bombings; and 9 other incidents such as shootings, shellings (artillery or mortar attacks), arsons, and similar incidents. Three incidents were recorded in 1998, one-half of the number recorded the previous year. These three incidents include two bombings (Angola and Colombia) and an attack in which explosive projectiles were fired (Japan). Two people were killed and three injured in the Angola incident, and nine were injured in the Colombia bombing; there were no injuries in the attack in Japan. The most incidents in one year (14) were recorded in

1994; the fewest (3) in 1998. Twenty-one people have been reported killed and more than 120 injured in attacks at airports during the five-year period.



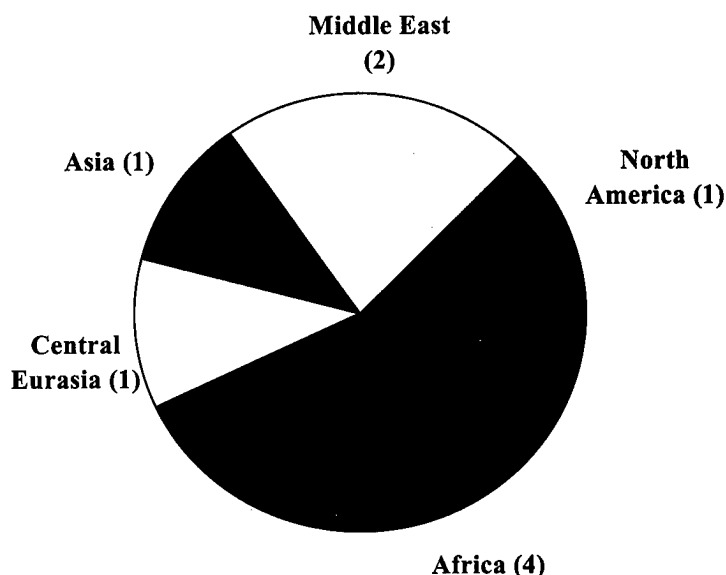
Attacks at Airports, 1994-1998 36 Incidents

The majority of the attacks in the past five years occurred in Europe (10 incidents). Eight incidents were recorded in Asia, seven in the Latin America and Caribbean region, seven in sub-Saharan Africa, three in Central Eurasia, and one in the Middle East/North Africa region. Worldwide, Colombia recorded the most incidents (5) for any one country in the five-year period. Three incidents were also recorded in both England and Spain during this time.

Twenty of the 36 airport attacks in the five-year period are considered politically-motivated incidents. Eight of the 20 incidents were claimed. Among the groups claiming incidents were the Provisional Irish Republican Army, the Basque Fatherland and Liberty, the Revolutionary Worker's Association, the Alex Boncayao Brigade, and the Corsican National Liberation Front. Thirteen of the politically motivated incidents occurred in 1994; three were in 1996, two in 1995, and one each in 1997 and 1998. Colombia was the site of four of the politically-motivated incidents; three incidents occurred in England and three in Spain.

The deadliest airport attack occurred in Pakistan in November 1994. Rebels had attacked and seized Saidu Sherif Airport, and at least 15 people died and 17 others were wounded when Pakistani forces counterattacked and regained control of the facility.

Commandeerings of Civil Aviation Aircraft



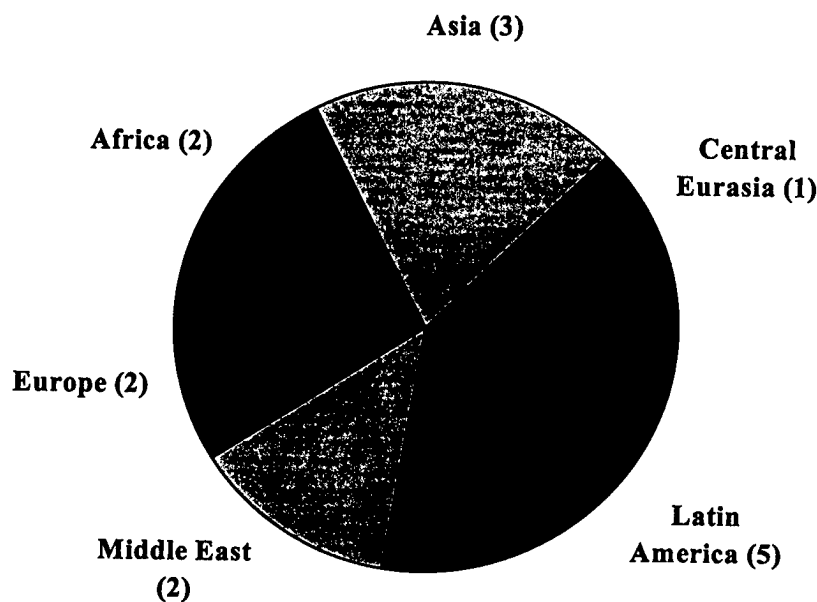
Commandeerings of Civil Aviation Aircraft, 1994-1998 9 Incidents

Commandeerings occur when the aircraft is on the ground and the doors are open. There is no distinction made between commandeered aircraft that remain on the ground and those which become airborne. The criteria for determining a commandeering as opposed to other on-board situations are the same as those concerning a hijacking. Incidents of commandeered general aviation or charter aircraft are not included in this category.

Nine civil aviation aircraft were commandeered between 1994 and 1998. Four incidents were recorded in 1998, two incidents each were recorded in 1994 and 1997, and one incident was recorded in 1996. There were no commandeering incidents recorded in 1995. Of these nine incidents, the plane remained on the ground in four. The most noteworthy commandeering of the five-year period occurred on December 24, 1994, when four armed terrorists seized an Air France plane in Algiers, Algeria, and took it to Marseilles, France. The incident ended when French commandos stormed the plane and killed the gunmen. Other incidents of note included those in 1998 in the Democratic Republic of Congo (DROC). Three aircraft flying in a war zone were commandeered during fighting between government soldiers and rebels. The planes and their crews were then used to ferry troops and supplies into the war zone.

The Air France incident was the only politically-motivated commandeering in the five-year period. One commandeering was committed for personal reasons, one was criminally motivated, and the motives for three others are unknown. The three incidents in the DROC were for military purposes.

Incidents Involving General Aviation/ Charter Aviation



Incidents Involving General Aviation/Charter Aviation Interests, 1994-1998 15 Incidents

During the past five years, 15 incidents involving general or charter aviation aircraft have been recorded. The majority of the incidents (11) were hijackings, and two were commandeerings. In addition, one instance of an aircraft being deliberately damaged and one robbery were recorded. Six incidents were recorded in 1996, four in 1995, three in 1994, and one in both 1997 and 1998.

The Latin America and Caribbean region recorded the most incidents (5) of any geographic area in the five-year period; Nicaragua and Papua New Guinea both recorded the most incidents (2 each) of any country. The single incident in 1998 was a commandeering in Colombia in which the plane was used to take a rebel guerrilla leader for medical treatment.

APPENDICES

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APPENDIX A

U.S.-Registered Air Carrier Hijacking Chronology, 1994–1998

<i>Date</i>	<i>Carrier</i>	<i>Type</i>	<i>Flight Plan</i>	<i>Number of Hijackers</i>	<i>How Boarded</i>	<i>Weapon</i>	<i>Destination/ Objective</i>
1994	None						
1995	None						
1996	None						
1997	None						
1998	None						

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Appendix B

Foreign-Registered Air Carrier Hijacking Chronology, 1994–1998

<i>Date</i>	<i>Carrier</i>	<i>Aircraft Type</i>	<i>Flight Plan</i>	<i>Objective</i>
01–13–94	Indian Airlines	Unknown	Madras/Calicut, India	Political
01–23–94	Ethiopian Airlines	B–757	Dakar, Senegal/Bamako, Mali	Italy
01–29–94	China East Airlines	Unknown	Shanghai/Hanzhou, China	Taiwan
02–09–94	Ethiopian Airlines	B–737	Bahir Dar/Addis Ababa, Ethiopia	Europe/Political Asylum
02–18–94	China Southwest Airlines	B–737	Changsha/Fuzhou, China	Taiwan
02–28–94	Air Algerie	Unknown	Oran/Annaba, Algeria	Spain/Political Asylum
03–08–94	Saudi Arabian Airlines	A–300	Jeddah, Saudi Arabia/ Addis Ababa, Ethiopia	Kenya
03–21–94	Meridiana	DC–9	Palermo/Rome, Italy	Speak with Officials
04–06–94	Sudan Airways	B–737	Khartoum/Dongola, Sudan	Egypt/Political Asylum
04–25–94	Ethiopian Airlines	B–757	Jeddah, Saudi Arabia/ Addis Ababa, Ethiopia	England
06–07–94	China Southern Airlines	B–737	Fuzhou/Guangzhou, China	Taiwan
06–23–94	Ethiopian Airlines	ATR–42	Gonder/Addis Ababa, Ethiopia	Europe/Political Asylum
08–07–94	COPA	B–737	Panama City, Panama/ Guatemala City, Guatemala	Mexico/Political Asylum
08–29–94	LATN	Unknown	Pedro Juan Caballero/ Asuncion, Paraguay	Brazil/Theft of Money
09–14–94	Alyemda Airlines	B–737	Aden/Sanaa, Yemen	Saudi Arabia
10–22–94	LATN	Dash-8	Itaituba/Belem, Brazil	Theft of Gold
10–25–94	Rostov Aviation Enterprises	YAK–40	Ashgabad, Turkmenistan/ Rostov, Russia	Money/Fly to Iran
11–03–94	Scandinavian Airlines System	MD–80	Bardufoss/Oslo, Norway	Political

Foreign-Registered Air Carrier Hijacking Chronology, 1994–1998—Continued

<i>Date</i>	<i>Carrier</i>	<i>Aircraft Type</i>	<i>Flight Plan</i>	<i>Objective</i>
11–13–94	Air Algerie	F–27	Algiers/Ouargla, Algeria	France
11–24–94	Komiavia	TU–134	Sykytykar, Russia/Minsk, Belarus	Europe/Political Asylum
12–05–94	Puntavia	LET–410	Berbera, Somalia/Djibouti, Djibouti	Saudi Arabia
12–15–94	TABA	EMB–100	Carauari/Manaus, Brazil	Unknown
12–23–94	Tongyong Airlines	YAK–42	Xiamen/Nanjing, China	Taiwan
01–04–95	Sudan Airways	Fokker	Khartoum/Merowe, Sudan	Egypt
03–17–95	Ethiopian Airlines	B–737	Addis Ababa/Bahir Dar, Ethiopia	Sweden/Asylum; landed in Sudan
06–21–95	All Nippon Airways	B–747	Tokyo/Hokkaido, Japan	Personal
07–01–95	Domodedovo Airlines	IL–62	Yakutsk/Moscow, Russia	Ransom
08–03–95	China Eastern Airlines	A–300	Shanghai/Guangzhou, China	Taiwan
08–15–95	Phoenix Airways	B–727	Cape Town/Johannesburg, South Africa	Cuba
09–03–95	Air Inter	A–320	Palma de Mallorca, Spain/Paris, France	Political Protest; landed in Switzerland
11–09–95	Olympic Airways	B–747	Bangkok, Thailand/Athens, Greece	Asylum
12–26–95	Saudi Arabian Airlines	Unknown	Jeddah, Saudi Arabia/Addis Ababa, Ethiopia	Asylum
01–06–96	Transasia Airways	Airbus 321	Taipei/Tainan, Taiwan	China
03–08–96	Cyprus Turkish Airlines	B–727	Cyprus/Istanbul, Turkey	Political Statement
03–10–96	Hainan Airlines	B–737	Yiwu/Haisou, China	Taiwan
03–24–96	Sudan Airways	Unknown	Khartoum/Port Sudan, Sudan	Eritrea/Asylum
03–27–96	Egypt Air	A–310	Luxor/Cairo, Egypt	Libya
04–04–96	Biman Bangladesh Airlines	Jetstream 31	Dhaka/Barisal, Bangladesh	India
07–07–96	Cubanacan	AN–2	Bayamo/Moa, Cuba	Asylum/Landed U.S. Navy Base, Guantanamo, Cuba

Foreign-Registered Air Carrier Hijacking Chronology, 1994–1998—Continued

<i>Date</i>	<i>Carrier</i>	<i>Aircraft Type</i>	<i>Flight Plan</i>	<i>Objective</i>
07–26–96	Iberia	DC–10	Madrid, Spain/Havana, Cuba	Landed in United States
08–09–96	Air Mauritania	Fokker 28	Las Palmas, Canary Islands/ Nouakchott, Mauritania	Morocco
08–26–96	Sudan Airlines	A–310	Khartoum, Sudan/Amman, Jordan	England/Asylum
10–17–96	Aeroflot	TU–154	Moscow, Russia/Lagos, Nigeria	Germany/Asylum
11–15–96	Xiamen Airlines	Unknown	Guangzhou/Xiamen, China	Taiwan
11–23–96	Ethiopian Airlines	B–767	Addis Ababa, Ethiopia/Nairobi, Kenya	Escape Poverty/Plane Crashed into Indian Ocean
12–06–96	Krasnoyarsk Aviation Company	YAK–40	Krasnoyarsk/Boguchany, Russia	The Netherlands
01–07–97	Austrian Airlines	MD–80	Berlin, Germany/Vienna, Austria	Return to Berlin—Asylum
01–20–97	All Nippon Airways	B–777	Osaka/Fukuoka, Japan	United States
02–10–97	China Northwest Airlines	N/A	Chongqing/Zhuhai, China	Taiwan—Asylum
03–10–97	Far East Air Transport	B–757	Kaohsiung/Taipei, Taiwan	China—Asylum
06–02–97	Air China	B–747 or B–777	Beijing/Guangzhou, China	Taiwan—Asylum
06–09–97	Air Malta	B–737	Valletta, Malta/Istanbul, Turkey	Asylum
10–06–97	Iran Air	N/A	Tehran/Bandar Abbas, Iran	Iraq
12–10–97	Rossiya Airlines	IL–62	Magadan/Moscow, Russia	Switzerland—Asylum; Money
12–19–97	Aero Condor	BE–200	Lima/Chimbote, Peru	Theft of Valuables
12–22–97	China Eastern Airlines	A–300	Shanghai/Xiamen, China	Taiwan—Asylum
01–31–98	Atlantic Airlines	Unknown	Bluefields/Little Corn Island, Nicaragua	Colombia
02–24–98	Turkish Airlines	Avro RJ100	Adana/Ankara, Turkey	Iran

Foreign-Registered Air Carrier Hijacking Chronology, 1994–1998—Continued

<i>Date</i>	<i>Carrier</i>	<i>Aircraft Type</i>	<i>Flight Plan</i>	<i>Objective</i>
03-30-98	Cyprus Turkish Airlines	B-727	Cyprus/Ankara, Turkey	Germany
05-24-98	Pakistan Inter- national Airlines	Fokker Friendship	Karachi/Turbat, Pakistan	Protest Nuclear Testing
06-23-98	Iberia	B-727	Seville, Spain/Amsterdam, the Netherlands	Israel; psychiatric patient
07-25-98	Aviones de Oriente	Beechcraft 1900	Caracas/Barinas State, Venezuela	Drug smuggling
09-14-98	Turkish Airlines	A-310	Ankara/Istanbul, Turkey	Protest ban on Islamic clothing
10-28-98	Air China	B-737	Beijing/Kunming, China	Pilot diverted to Taiwan
10-29-98	Turkish Airlines	B-737	Adana/Ankara, Turkey	Protest war against Kurds

Appendix C

Bombings Of Aircraft Chronology 1994–1998

<i>Date</i>	<i>Carrier</i>	<i>Type</i>	<i>Flight Plan</i>	<i>Details</i>
07-17-94	Alas Chiricanas Airline	EMB-110	Colon City/ Panama City, Panama	Bomb in cabin area; in-flight explosion; plane crashed; 21 killed
12-11-94	Philippines Airlines	B-727	Manila, Philippines/ Tokyo, Japan	Bomb in cabin area; in-flight explosion; plane landed safely; one death
1995	None			
1996	None			
07-09-97	Transporte Aereo Mercosur	Fokker 100	Vitoria/Sao Paulo, Brazil	Bomb in cabin; in-flight explosion; plane landed safely; one passenger killed, six injured
1998	None			

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Appendix D

Chronology of Significant Acts Against Civil Aviation In 1998 By Date

<i>Date</i>	<i>Incident</i>	<i>Location</i>
January 31	Hijacking—Atlantic Airlines	Nicaragua to Costa Rica
February 2	Attack—Narita Airport	Japan
February 24	Hijacking—Turkish Airlines	Turkey
March 12	Charter Aviation Commandeering	Colombia
March 30	Hijacking—Cyprus Turkish Airlines	Cyprus to Turkey
May 10	Commandeering—Air Luxor	Canada
May 17	Bombing—Olympic Airways Office	Greece
May 24	Hijacking—Pakistan International Airlines	Pakistan
June 23	Hijacking—Iberia	Spain
July 25	Hijacking—Aviones de Oriente	Venezuela
August 2 and 4	Aircraft Commandeerings	Democratic Republic of Congo (Three Incidents)
September 14	Hijacking—Turkish Airlines	Turkey
October 10	Shooting at Aircraft	Democratic Republic of Congo
October 22	Bombing—Cabinda Airport	Angola
October 27	Shooting at Helicopter	Colombia
October 28	Hijacking—Air China	China to Taiwan
October 29	Hijacking—Turkish Airlines	Turkey
November 25	Bombing—Medellin Airport	Colombia
December 14	Shooting at Aircraft	Angola
December 26	Shooting at Aircraft	Angola

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Appendix E

Chronology of Significant Acts Against Civil Aviation In 1998 By Category

<i>Date</i>		<i>Location</i>
HIJACKINGS		
January 31	Atlantic Airlines	Nicaragua to Costa Rica
February 24	Turkish Airlines	Turkey
March 30	Cyprus Turkish Airlines	Cyprus to Turkey
May 24	Pakistan International Airlines	Pakistan
June 23	Iberia	Spain
July 25	Aviones de Oriente	Venezuela
September 14	Turkish Airlines	Turkey
October 28	Air China	China to Taiwan
October 29	Turkish Airlines	Turkey
COMMANDEERINGS		
May 10	Air Luxor	Canada
August 2 and 4	Aircraft Commandeerings	Democratic Republic of Congo (Three Incidents)
AIRPORT ATTACKS		
February 2	Attack—Narita Airport	Japan
October 22	Bombing—Cabinda Airport	Angola
November 25	Bombing—Medellin Airport	Colombia
GENERAL/CHARTER AVIATION		
March 12	Charter Aviation Commandeering	Colombia
OFF-AIRPORT FACILITY ATTACKS		
May 17	Bombing—Olympic Airways Office	Greece
SHOOTINGS AT AIRCRAFT		
October 10	Shooting at Aircraft	Democratic Republic of Congo

Chronology of Significant Acts Against Civil Aviation In 1998 By Category— Continued

<i>Date</i>		<i>Location</i>
SHOOTINGS AT AIRCRAFT		
October 27	Shooting at Helicopter	Colombia
December 14	Shooting at Aircraft	Angola
December 26	Shooting at Aircraft	Angola
INCIDENTS NOT COUNTED *		
January 28	Shooting at Jakarta Airport	Indonesia
February 6	Possible Prevented Hijacking	United States
March 23	Incident on Aircraft	Taiwan
July 2	Arrests of Persons with Explosives at Khartoum Airport	Sudan
August 9	Incident on Aircraft	Russia
October 2	Corporate Aircraft Hijacking	France
November 13	Incident at Atlanta Airport	United States

* These incidents are not included in the statistics for 1998. Because they are of interest, however, summaries are included in the regional areas. It is not to be inferred that these are the only incidents of this type that occurred.

Appendix F

Total Incidents, 1994–1998

	1998	1997	1996	1995	1994
Civil Aviation					
Hijackings	9	10	14	9	23
Commandeerings	4	2	1	0	2
Bombings/Shootings/Attempted					
Bombings on Aircraft	0	1	1	0	3
General/Charter Aviation	1	1	6	4	3
Attacks at Airports	3	6	8	5	14
Off-Airport Facility Attacks	1	3	3	5	1
Shootings at Aircraft	4	0	2	1	4
Totals	22	23	35	24	50
Incidents Not Counted	7	9	8	7	8

Incidents By Category

	1998	1997	1996	1995	1994	Totals
Hijackings						
Asia	2	5	4	2	5	18
Central Eurasia	0	1	1	1	2	5
Europe	5	2	3	2	2	14
Latin America/Caribbean	2	1	1	0	4	8
Middle East/North Africa	0	1	3	2	6	12
Sub-Saharan Africa	0	0	2	2	4	8
Commandeerings						
Asia	0	1	0	0	0	1
Central Eurasia	0	0	0	0	1	1
Middle East/North Africa	0	0	1	0	1	2
North America	1	0	0	0	0	1
Sub-Saharan Africa	3	1	0	0	0	4
Bombings/Shootings/Attempted Bombings on Aircraft						
Asia	0	0	1	0	1	2
Central Eurasia	0	0	0	0	1	1
Latin America/Caribbean	0	1	0	0	1	2

Incidents By Category—Continued

	1998	1997	1996	1995	1994	Totals
General/Charter Aviation						
Asia	0	0	1	1	1	3
Central Eurasia	0	0	0	1	0	1
Europe	0	0	0	0	2	2
Latin America/Caribbean	1	0	3	1	0	5
Middle East/North Africa	0	0	1	1	0	2
Sub-Saharan Africa	0	1	1	0	0	2
Attacks at Airports						
Asia	1	1	2	2	2	8
Central Eurasia	0	1	0	2	0	3
Europe	0	1	2	1	6	10
Latin America/Caribbean	1	1	1	0	4	7
Middle East/North Africa	0	0	1	0	0	1
Sub-Saharan Africa	1	2	2	0	2	7
Off-Airport Facility Attacks						
Asia	0	0	2	2	0	4
Europe	1	3	1	2	1	8
North America	0	0	0	1	0	1
Shootings at Aircraft						
Asia	0	0	0	1	1	2
Latin America/Caribbean	1	0	2	0	0	3
Sub-Saharan Africa	3	0	0	0	3	6

Incidents By Region

	1998	1997	1996	1995	1994	Totals
Asia						
Attacks at Airports	1	1	2	2	2	8
Bombings on Aircraft	0	0	1	0	1	2
Commandeerings	0	1	0	0	0	1
General/Charter Aviation	0	0	1	1	1	3
Hijackings	2	5	4	2	5	18
Off-Airport Attacks	0	0	2	2	0	4
Shootings at Aircraft	0	0	0	1	1	2
Central Eurasia						
Attacks at Airports	0	1	0	2	0	3
Bombings on Aircraft	0	0	0	0	1	1
Commandeerings	0	0	0	0	1	1
General/Charter Aviation	0	0	0	1	0	1

Incidents By Region—Continued

	1998	1997	1996	1995	1994	Totals
Hijackings	0	1	1	1	2	5
Europe						
Attacks at Airports	0	1	2	1	6	10
General/Charter Aviation	0	0	0	0	2	2
Hijackings	5	2	3	2	2	14
Off-Airport Attacks	1	3	1	2	1	8
Latin America and the Caribbean						
Attacks at Airports	1	1	1	0	4	7
Bombings on Aircraft	0	1	0	0	1	2
General/Charter Aviation	1	0	3	1	0	5
Hijackings	2	1	1	0	4	8
Shootings at Aircraft	1	0	2	0	0	3
Middle East/North Africa						
Attacks at Airports	0	0	1	0	0	1
Commandeerings	0	0	1	0	1	2
General/Charter Aviation	0	0	1	1	0	2
Hijackings	0	1	3	2	6	12
North America						
Commandeering	1	0	0	0	0	1
Off-Airport Attacks	0	0	0	1	0	1
Sub-Saharan Africa						
Attacks at Airports	1	2	2	0	2	7
Commandeerings	3	1	0	0	0	4
General/Charter Aviation	0	1	1	0	0	2
Hijackings	0	0	2	2	4	8
Shootings at Aircraft	3	0	0	0	3	6
Asia	3	7	10	8	10	38
Central Eurasia	0	2	1	4	4	11
Europe	6	6	6	5	11	34
Latin America/Caribbean	5	3	7	1	9	25
Middle East/North Africa	0	1	6	3	7	17
North America	1	0	0	1	0	2
Sub-Saharan Africa	7	4	5	2	9	27
Totals	22	23	35	24	50	154

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Appendix G *

Politically-Motivated Incidents Involving Civil Aviation, 1994–1998

<i>Date</i>	<i>Incident</i>	<i>Location</i>	<i>Remarks</i>
1994			
March 7	Attempted Bombing—Cali Airport	Colombia	No claim; possible disruption of elections
March 9	Mortar Attack—Heathrow Airport	England	Claim—Provisional Irish Republican Army (PIRA)
March 11	Mortar Attack—Heathrow Airport	England	Claim—PIRA
March 13	Mortar Attack—Heathrow Airport	England	Claim—PIRA
April 7	Shooting Down Presidential Aircraft	Rwanda	No claim; Rwandan Patriotic Front rebels suspected; assassination
April 27	Bombing—Johannesburg Airport	South Africa	No claim; right-wing extremists suspected
May 1	Arson—Frankfurt Airport	Germany	No claim; leftist extremists suspected
May 14	Attempted Bombing—Malaga Airport	Colombia	National Liberation Army suspected; possible assassination attempt
July 17	Bombing—Puerto Asis Airport	Colombia	No claim; Revolutionary Armed Forces of Colombia (FARC) suspected
July 17	Bombing—Villa Garzon Airport	Colombia	No claim; FARC suspected
July 19	Bombing—Alas Chiricanas 901	Panama	Claim—Ansar Allah
August 16	Attempted Bombing—Alexandroupolis Airport	Greece	Claim—Turks of Western Thrace
November 3	Attack—Saidu Sharif Airport	Pakistan	Muslim militants; imposition of sharia law
November 3	Hijacking—Scandinavian Airlines System	Norway	Individual; humanitarian aid for Bosnia

* This list includes incidents carried out by perpetrators having known or suspected political motivation. The following principles have been used to compile the list of incidents:

—in cases in which the motivation has not been conclusively established, but political motivation is a possibility, the incident has been included;

—acts by insurgent groups in open conflict with government forces are included only if they occur outside the theatre of conflict;

—acts by individuals or groups carried out purely to improve personal circumstances (e.g., hijackers seeking political refuge in another country) are not included.

Politically-Motivated Incidents Involving Civil Aviation, 1994–1998—Continued

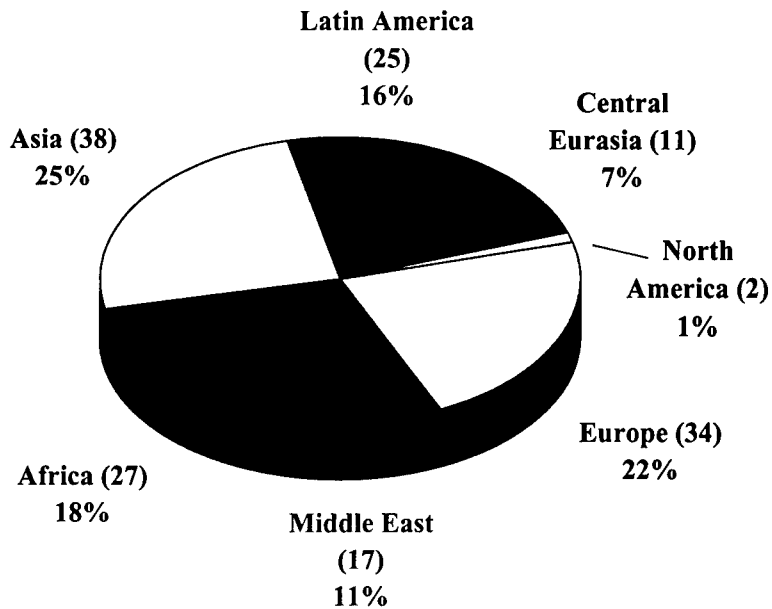
<i>Date</i>	<i>Incident</i>	<i>Location</i>	<i>Remarks</i>
November 6	Arson—Frankfurt Airport	Germany	No claim; leftist extremists suspected
November 17	Bombing—Lagos Airport	Nigeria	No claim; possibly anti-President Abacha
December 11	Bombing—Philippines Airlines 434	Philippines	Ramzi Yousef
December 24	Commandeering—Air France 8969	Algeria	Armed Islamic Group members
1995			
February 21	Shooting at Airlink Aircraft	Papua New Guinea	Bougainville Revolutionary Army suspected
March 26	Attempted Bombing—Singapore Airlines Office	Philippines	Claim—Alex Boncayao Brigade
April 15	Firebombing—Turkish Airlines Office	Austria	Revolutionary People's Liberation Front literature found at scene
May 2	Firebombing—Turkish Airlines Office	Denmark	No claim; Kurdistan Workers' Party (PKK) suspected
May 12	Bombing—Narita Airport	Japan	Claim—Revolutionary Worker's Association
July 29	Attempted Bombing—Alicante Airport	Spain	No claim; Basque Fatherland and Liberty (ETA) suspected
September 3	Hijacking—Air Inter	Spain	Individual—protest against French nuclear tests
1996			
February 24	Shooting at Cessna Aircraft (Two incidents)	Cuba	Cuban exile group aircraft
March 8	Hijacking—Cyprus Turkish Airlines	Cyprus	Individual—to win sympathy for Chechen separatists
April 28	Bombing—Aeroflot Russian International Airlines Office	Turkey	Claim—Organization for Solidarity with the Chechen Resistance Fighters
June 6	Bombing—Lusaka Airport	Zambia	No claim; political opposition groups suspected
July 20	Bombing—Reus Airport	Spain	Claim—ETA
October 20	Mortar Attack—Algiers Airport	Algeria	No claim; Islamic militants suspected

Politically-Motivated Incidents Involving Civil Aviation, 1994–1998—Continued

<i>Date</i>	<i>Incident</i>	<i>Location</i>	<i>Remarks</i>
1997			
January 6	Grenade Attack—Madrid Airport	Spain	Claim—ETA
January 28	Bombing—Air France Office	France	Claim—Corsican National Liberation Front
April 4	Attempted Bombing—Alitalia Office	Greece	Claim—Fighting Guerrilla Formation
October 19	Bombing—Alitalia Office	Greece	Claim—Team of International Revolutionary Struggle
1998			
February 2	Attack—Narita Airport	Japan	Claim—Revolutionary Worker's Association
February 24	Hijacking—Turkish Airlines	Turkey	Individual; allegedly to protest oppression of Muslims
May 17	Bombing—Olympic Airways Office	Greece	Two claims: May 98 and Fighting Guerrillas of May
May 24	Hijacking—Pakistan International Airlines	Pakistan	Three individuals; to protest nuclear testing
September 14	Hijacking—Turkish Airlines	Turkey	Individual; to protest ban on Islamic clothing
October 29	Hijacking—Turkish Airlines	Turkey	Individual; to protest treatment of ethnic Kurds

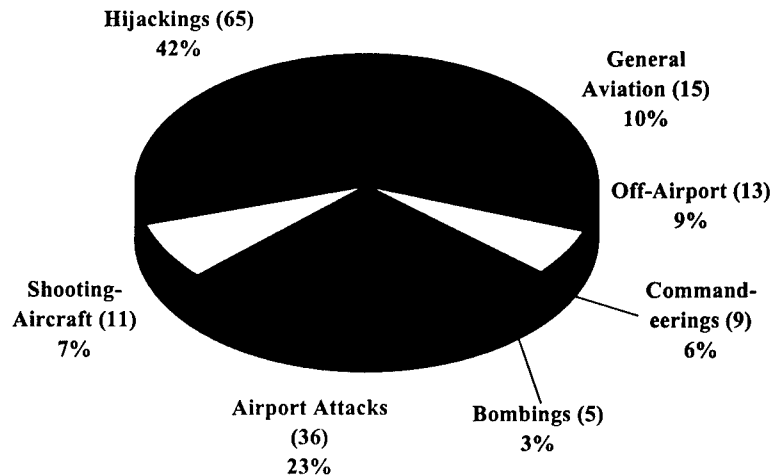
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CHARTS AND GRAPHS



Incidents Against Aviation by Geographic Area, 1994-1998 154 Incidents

(Latin America includes South America, Central America, and the Caribbean)

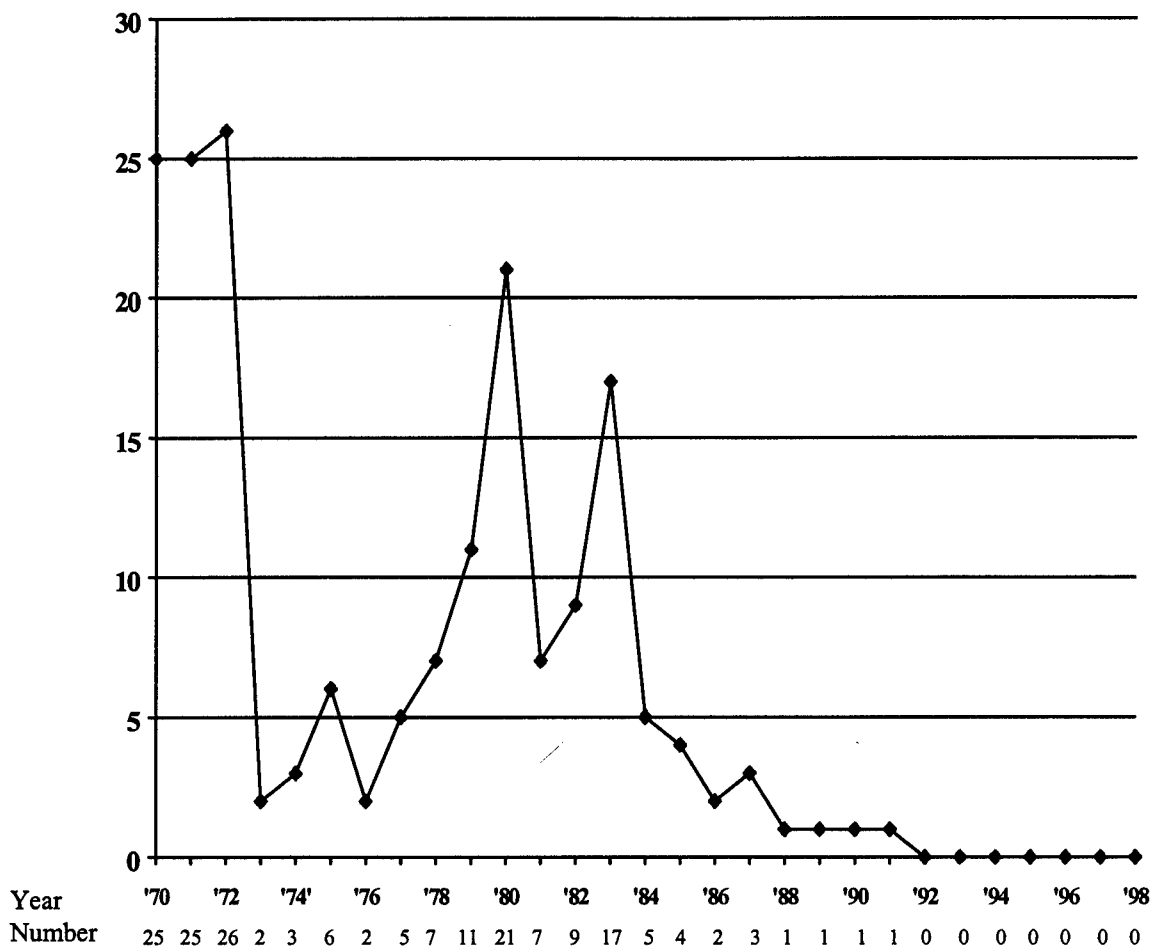


Incidents Against Aviation by Category, 1994-1998 154 Incidents

(Bombings category includes attempted bombings of and shootings on board aircraft)

U.S-Registered Air Carrier Hijackings 1970-1998

Incidents



Foreign-Registered Air Carrier Hijackings 1970-1998

